

# **small air forces observer**

vol. 20 no. 1 (77)  
March 1996

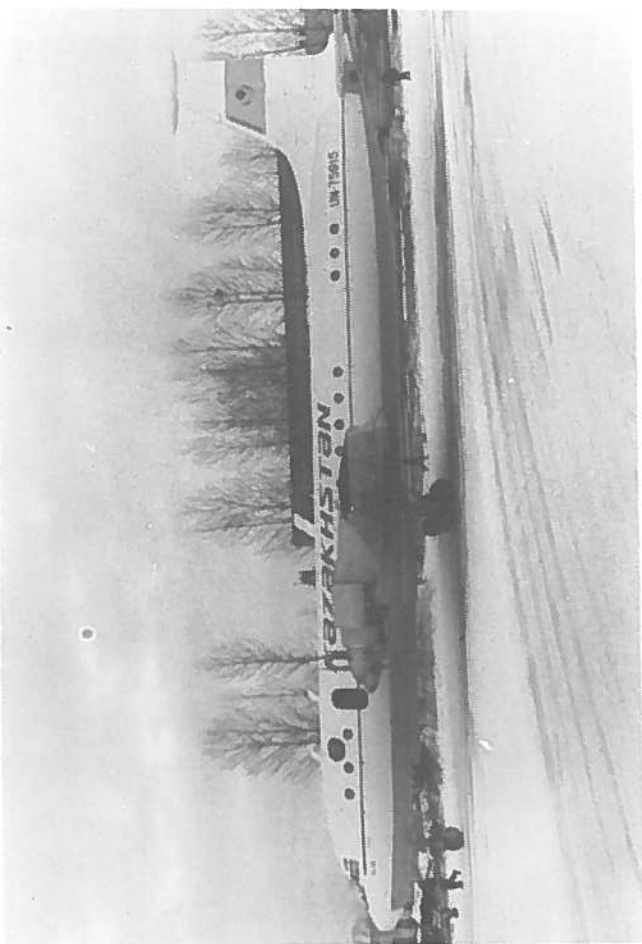
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Ethiopian Air Force 1946-1961  
Finnish Morko-Morane  
Hungarian Furricane  
Incident in Lisbon  
Croatian UTV-75  
Kazakhstan Il-22

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# SMALL AIR FORCES OBSERVER

## The Newsletter of the Small Air Forces Clearing House

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**SAFO EDITORIAL POLICY:** The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article pub-

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tent of this publication cannot be reproduced in whole or in part without the written consent of the publisher and the author.

**LOST MEMBERS:** Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Eric Stoutenburg, Ft. Carson, CO; Curtis Marzolf, Bulverde, TX; Ira Campbell, Tamarac, FL; E. Tronn, Montreal, PQ Canada; Alain La Pierre, Maracay, Venezuela; Michael Parr, Prince George, B.C. Canada; Richard Harrison, Stroudsburg, PA; Ellis Estes, Alexandria, VA. Gary Lepinski, Minneapolis, MN; Andrzej Lesicki, Poznan, Poland.

**COVER COMMENTS:** The very rare Hungarian Fokker C.V.D/U Furricane s/n F.102. This unique a/c is described by Tadeusz Dobrowiecki on page 15. The serial is red overpainted with (probably) green splotches. There are no visible camouflage contours which confirms the general opinion that this aircraft was painted green overall. Note the yellow ring directly behind the cockpit.

**ESTATE SALE:** Hundreds of books and magazines continue to use up valuable space in my office. These will have to be sold or they will be tossed into the recycling bin. This latter would be a real shame since there are some very nice information in this collection. Everything has now been priced: Magazines from \$0.50 to \$1.00; soft-bound books \$1.00 to \$5.00; hard-bound books \$5.00 and up (there are some excellent books remaining). In addition, a collection of decals has just been obtained. This collection includes many rare and long-unobtainable sheets such as Stoppie and ABT. Send \$1.00 (or two IRC) and a large SASE for list of magazines, books, and decals.

**ENCYCLOPEDIA OF 1/72 SCALE MODELS** is the single source publication for the 1/72 scale modeling enthusiast. Each *quarterly* issue includes illustrated checklists of model manufacturers who have served the small scale modeler over the past sixty years. Aircraft, vehicles, rockets, missiles, spacecraft, ships, boats, accessories and much more are covered in each issue. Brief histories of each company are accompanied by illustrations of box art, instructions, decals, parts layout and more for select subjects. Photos of prize winning models from around the world add to the overall appeal. A three-hole punched format makes for easy binding in the ESM 72 *binders*, which are available as a separate item.

ESM 72 subscription rate: \$25.00 per volume, \$30.00 outside the U.S.A., surface rate. ESM 72 binders: \$5.00, \$7.00 outside the U.S.A., surface rate. Make check or money order payable to **MODEL-AIRE INTERNATIONAL**

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## AUSTRALIA

**AUSTRALIAN PLASTIC MODELLERS ASSOCIATION** (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). 3/95 (28 pages) "Memories" 3 pages including 2 photos and 2 side-view drawings of Australian civil C-47. "Photo-Etched Metal Accessories" a 2-page primer. "Flights of Fancy: PB Aerospace Griffon AEW.1" 4 pages including history, 1/72-scale 3-view drawing, and 3 side-view drawings of an HS-125 "with a roof". "Vintage Australian: The CA-15" 13 pages including 14 photos, side-, plan-, and side-view drawings of prototype, and 8 side-view drawings of schemes possible if production had proceeded.

## AUSTRIA

**OFH NACHRICHTEN** (Oesterrichische Flugzug Historiker, Pfenninggeldgasse 18/2/14, A-1160, Wien. Write for free sample.) 4/95 (36 pages) "Hptm. Egon Troha" 20 pages including 17 photos of Austrian airman and his Bf-109. [Editor's note: I cannot identify the a/c in the photo captioned "Französische 'Himmelslöss' der Flugzeugfabrik van Chaleroix, 24. Mai 1940". Can anyone help?] Photo: Hungarian MiG-15.

## BELGIUM

**KIT** (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; 4 issues US \$25 in cash, International Postal Money Order for 750 BF. #98 2/95 (36 pages) "52 Ans sous le Pavillon Noir" 9 pages including 6 photos and three 3-view drawings (USN Corsair and Hellcat). #99 3/95 (36 pages) "Le Hunter IV de la Base de Coxyde" 6 pages including one color photo, 6 b&w photos, and 4-view drawing of "P-7J" "gate guardian". "Mikoyan Gourevitch MiG-21: Comment s'y Retrouver?" 13 pages including 10 photos (Finland, East Germany, Poland, Egypt, Slovakia, & Angola) and 7 pages of drawings reprinted from the +4 publication.

## CZECH REPUBLIC

**ZLINEK** (Jaromir Stepan, P.S. 8, 763 14 Zlin 12). Text in English. No.2 Vol.III (32 pages) "F-104 Starfighter" 20 pages including 9 b&w photos, 19 color photos, one color 4-view drawing (German), 4 color 3-view drawings (Belgian, Dutch, Italian, & German), and 3 pages of 1/72-scale drawings. "Su-24 Tactical Bomber" 7 pages including 5 b&w photos, 8 color photos, color cover painting, one 3-view color drawing and 4 pages of 1/72-scale drawings. This article points out that the Su-24 was used by Algeria, Iran, Iraq, Syria, Ukraine, Kazakhstan, Uzbekistan, & Azerbaydjan, but no color schemes are given for these countries.

**AERO PLASTIC KITS REVUE** (Vydavatelství Model Hobby Press, ul. 1. máje 11, 709 00 Ostrava-Mar. Hory, Czech Republic. 6 issues \$33 surface or \$45 air.) [Editor's note: This magazine has so much information in it that I've had to limit mention to only a few of the more exciting articles in each issue. Otherwise, the entire abstract section would be devoted to PKR.] #28 (74 pages) "Letecký den pod Kletí" 5 pages including 9 color photos of Czech & Slovak a/c at Ceske Budejovice, 1994. "Jaky, Stihaci Esa a Barvy: 1.cast" 10 pages including 9 photos, 2 pages of 1/72-scale drawings (Jak-1 & -1M), and 10 color

side-view drawings (all Soviet, but colorful markings). "Kridla nad Suezem v Roce 1956: 2.cast" 7 pages including 9 photos, 5 color side-view drawings (French Mystere IVA & F-84F and English Sea Hawk, Sea Venom, & Skyraider AEW.1), and 3 tables listing English and French squadrons, a/c, etc. participating in the Suez Campaign. "Vsetinska Novinka Zlin Z-226T" 2-page review of 1/72 injection-molded kit including 8 photos of the model. "De Havilland DH.98 Mosquito: 1.cast" 9 pages including 9 photos, 3 pages of 1/72-scale drawings, and 4 color side-view drawings (all RAF). "Amesredes Aladar de Heppes" 5 pages including 7 photos, table listing victories, and 3 color drawings of Bf-109 used by this Hungarian ace. "EE Cambera a Martin B-57: 4.cast" 10 pages including 12 photos, 2 pages of scale drawings of the B-57 and its variants, cutaway drawings of the RB-57F, a page of sketches of cockpit interior, and 5 color side-view drawings (Vietnamese & Chinese beside USAF). "Vojenske Letectvo Pakiatana 1947-1994: 1.cast" 7 pages including 10 b&w photos, 3 color photos (Fantan, Hercules, & SAAB/MFI-17B), and 14 color side-view drawings (Tempest Mk.II, Sea Fury FB.60, Attacker F.Mk.1, Sabre Mk.6, F-104A, Mirage 5PA, F-7P Skybolt, AT-6G Texan, Sea Fury T.61, SAAB T-17, Cessna T-37B, Lockheed T-33A, FT-2/MiG-15UTI, & FT-7/MiG-21U).

## ENGLAND

**IPMS MAGAZINE** (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £ 20.00 (US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; since exchange fluctuates write Joe for current rates). 6/95 (40 pages) "Tallboy and Grandslam" 6 pages including 5 side-view drawings and 1/72-scale conversion drawings. "Mustang Round-Up" 5\*pages explaining the difference between variants including 6 side-view drawings (XP-46, NA-73X, Mustang I, XP-51B, P-51B/C, & P-51D) and instructions on how to correct available 1/72-scale kits. (Includes an 8-page insert on the 1995 Nationals with color photos of many winners.) 1/96 (40 pages) "RAAF Swordfish" one pages including 2-view drawing. "A Tiger Stripped" 4 pages including 3 photos and 4-view drawing of tiger-striped Belgian F-16. "The Grand Fleet: Modeling the British Battleships of World War One: Part 1" 5 pages including 6 photos and scale drawings of the Iron Duke. "Vacuumforming for Everybody" 4 pages on making the machine, master, molds, and final product. "Iberian Armoured War: Part 2" 2 pages including scale drawings of 2 home-made armoured cars.

**PLASTIC KIT CONSTRUCTOR** (PAMAG (Publications) Ltd., 3 Lowfield Court, Old Forge Business Park, Sark Road, Heeley, Sheffield, S2 4HG; 4 issues £ 19.00. In USA/Canada order from J.J. Daileida, 4314 West 238th St., Torrance, CA 90505; since exchange rates fluctuate write Joe for current rates).

44 Winter 95 (32 pages) "Focke Achgelis Fa 223" one-page review - the author states: "The Huma model captures the complexity and delicacy of this subject to perfection, a considerable achievement in 1/72, and it is fair to say that it is easily one of the best kits I have ever built in this scale. Treat yourself - you won't regret it!". "Ozmods D.H. Caribou" 4 pages including 11 photos and "useful structural references" on building this big vacuumform model.

"DFS 346" one-page kit review with photo of model in colorful Soviet markings - can anyone provide photographic evidence of this scheme?

## FINLAND

**IPMS-MALLARI** (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs). 5/95 #109, (16 pages) Nothing of small-air-force interest. 6/95 #110, (20 pages) Nothing of small-air-force interest.

**SUOMEN ILMAILUHISTORIALLINEN LEHTI** (InScale 72, Makelankatu 5B10, 00550 Helsinki; Europe \$25, elsewhere \$30; payment by International Postal Order or in cash; no cheques of any kind accepted because of high redemption rates). Each issue includes a 2-page English summary. 4/95 (24 pages) "Photo Album" 4 photos of Myrsky II. "Flying Flea in Finland" 5 pages including 6 photos and scale 3-view drawing. "Ltn. Avro Helin" 3 pages including 5 photos (Letov & Fokker C.V). "High Flying Bf 109 in Finland" 4 pages including 3 photos and 3 side-view drawings of 'MT-463'. "BL-142" 2 pages including one photo and side-view drawing. "Russian Naval Air Stations in Finland: 1913-17" 3 pages including 5 photos (Finnish M-9).

## FRANCE

**Air Zone, Le Nouveau Mensuel de l'Air!** (Air Zone, BP n.49, 28210 Nogent-le-Roi, France. A one-yea subscription for 9 regular issues and two special issues is 405FF. Payment preferably by check drawn in FRF on a French bank, by draft or postal giro.) Each issue contains book and kit reviews and a one-page summary in English. #10 (52 pages) "Finlande: les F-18 sont arrives" one page including 2 photos. "Vive la 36F" 2 pages including 4 photos (Panther) and insignia. "De GMMTA a las FAP 50 and des TAM" 6 pages including 17 photos (Transall, DC-8, Fennec, & Hercules). "Broussard" 2 pages with 6 photos of Armee de l'Aire MH-1521M. "TAM Lorrain" 13 pages including 23 photos (Danish F-16, German MiG-29, Belgian F-16, etc.). "L'AFLT quitte l'Allemagne" 4 pages including 10 photos (Belgian SA 318, A.109, Alouette II, & Islander). "Cooperative Jaguar 95" 6 pages including 13 photos (Polish MiG-23, German MiG-29, Danish F-16, Swedish HKP 10, Danish S-61, etc.). "Les Ailes Beninoises" 4 pages on the history of the Benin AF including 4 photos (Aero Commander 500, Do-28 Skyservants, AS 350 Ecureuil, & DHC-6 Twin Otter), map, insignia, and table on all a/c used by Benin AF. [Editor's note: In addition to the familiar insignia (red half-disc and yellow & green quarter-disc), the insignia used from 1975 to 1990 is shown as a small red star high up on a green disc with yellow surround - this is a odds with the insignia shown in John Andrade's "Militair 1982" which has the red star filling the green disc. Anyone have a photo of a Benin a/c carrying the red star insignia?]

**JETS: Toute l'Aeronautique Moderne** ((39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).

#2 Janvier 1996 (52 pages) "Tactical Leadership Programme de l'OTAN", 6 pages including 17 photos (Spanish F-18 and Dutch & Norwegian F-16). "Meeting Aerien a Tushino" 4 pages including 10 photos. "La 36F: Nouvelle Unite de l'Aeronautique Navale" 3 pages including 9 photos

(AS-565 Panther). "Les F-4F de la Luftwaffe" 7 pages including 25 photos. "Mirage 2000: de l'Armée de l'Air" 9 pages including 19 photos, 2-page cutaway drawing, and 1/72-scale 6-view drawing. "L'Aviation Navale Russe de la Mer Baltique" 5 pages including 14 photos (Be-12, Ka-27, An-24, & An-26). "La Flottille 4F et ses Alize" 8 pages including 18 photos. "Du Mirage 5B à l'Elkan" 4 pages including 9 photos (Belgian & Chilean).

#3 **Fevrier 1996** (52 pages) "La Chasse Portugaise s'Equipe de F-16" 3 pages including 7 photos. "Les Harrier Espagnols" 10 pages including 26 photos. "Les Mirage 2000 de l'Armée de l'Air: 3 partie" 5 pages including 11 photos. "Le PZL-Mielec TS-11 Iskra" 11 pages including 28 photos, 2-page cutaway drawing, and 2 pages of 1/72-scale drawings. "Les Mirage 50 Chiliens" 7 pages including 16 photos. "Photex' sur Tucano" 9 pages including 22 photos of French Tucanos and 1/72-scale 4-view drawing.

**AVIONS: Toute l'Aeronautique et son Histoire** (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).

#33 **Decembre 95** (52 pages) "Le DOuglas B 66: 3eme partie" 4 pages including 10 photos plus a pull-out 1/72-scale 2-view drawing. "les Premiers Chasseurs Embarques Nakajima: 3eme partie - Le A4N1 Type 95" 7 pages including 14 photos, one color side-view drawing, and a 2-page, 1/72-scale, multi-view drawing. "Le Potez XV et ses Derives: 2eme partie" 6 pages including 18 photos (French, Polish, & Danish), 2 color side-view drawings (Bulgarian & Polish), and a 2-page, 1/72-scale, multi-view drawing. "L'Aviation Italienne dans la Campagne de Macedoine et d'Albanie 1915-1918: 4eme partie" 3 pages including 4 photos. "Le Potez 540: 1ere partie" 6 pages including 14 photos and a 2-page cutaway drawing. "Les Curtiss H-75 A-7 de la ML-KNIL: 2eme partie" 7 pages including 16 photos and a 2-page, 1/72-scale, multi-view drawing. "les Walrus Turcs" one page including 3 photos and one color side-view drawing. "Les Breda 65 en Espagne" 4 pages including 13 photos and one color side-view drawing. "Le Bloch 174: Maquette ECP Phenix au 1/48eme" 3 pages including 7 color photos of model.

#34 **Janvier 96** (52 pages) "L'Aviation Katangaise: 1ere partie" 4 pages including 11 photos (Piper Super Cub, NA T-6, C-47, Sikorsky S-42, Dove, & Alouette II). "Les Curtiss H-75 A-7 de la ML-KNIL: 3eme partie" 7 pages including 13 photos and color 3-view drawing of C-323 and color side-view drawing of Bucker Jungmann BJ-006. [Editor's note: The text notes that J.F. Sanders flew C-335. I would like to know more about this gentleman and his aircraft.] "La RAF en France, 1939-1940: Les Gloster Gladiator" 3 pages including 7 photos and one color side-view drawing. "Le Potez 540: 2eme partie" 6 pages including 14 photos and 2 pages of 1/72-scale drawings. "Le Heinkel 112: 1ere partie" 7 pages including 16 photos (German), color cover painting (Hungarian), color side-view drawings (Romanian), and a 2-page cutaway drawing. "L'Escadrille de Port-Saïd: Premiere Escadrille de l'Aviation Maritime Francaise 1914-1916: 1ere partie" 3 pages including 10 photos. "Le Potez XV et ses Derives: 3eme partie" 4 pages including 18 photos (Romanian & Bulgarian). "Les Breda 65 Chiliens" 3 pages including 11 photos and a color side-view drawing. "Les Douglas A-20 A/C: Maquette Koster au 1/48eme" 3 pages including 9 photos of the model.

#35 **Fevrier 96** (52 pages) "L'Aviation Katangaise: 2eme partie" 5 pages including 13 photos (Fouga Magister, Dove, Sikorsky S-58, Alouette II, & Piper

Caribbean). "Les Heinkel 112 Espagnols: 1ere partie" 8 pages including 20 photos and 2-pages of 1/72-scale drawings. "Le Potez XV et ses Derives: 4eme partie" 2 pages including 5 photos (Polish Potez 27). "L'Escadrille de Port-Saïd: 2eme partie" 4 pages including 11 photos and one color side-view drawing (hydravion Nieuport). "Le Wabault 7 et Derives: 1ere partie" 7 pages including 17 photos, color cover painting, 2 color side-view drawings, and 2-page cutaway drawing. "Le Potez 540: 3eme partie" 7 pages including 21 photos and 2 pages of 1/72-scale drawings. "Bell Aircraft 1939-1945" 4 pages including 7 photos. "Les Breda 65: Les Italiens et les Portugais" 5 pages including 11 photos and 3 color side-view drawings. "Le Douglas DC-2 1/2: Conversion de la Maquette Italeri au 1/72eme" 3 pages including 6 photos of model and construction sketches.

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

#11 **Novembre 1995** (100 pages) Color photos: Turkish F-5 & F-4E '7-497'; Slovenian PC-9 'SS-DPI'; and Austrian Draken '19'. "Moscow Aerospace '95" 6 pages including 10 photos. "BA5 Monte Real" 6 pages including 10 photos (Portuguese A-7 & F-16). "Lo Stato della California contro il Fuoco" 4 pages including 9 photos. "Turbo Tracker Argentini" one page including 3 photos.

#12 **Decembre 1995** (100 pages) Color photos: Iranian AFB.707 and Portuguese Alpha Jet. "Missioni di Pace per la 46a Brigata Aerea" 8 pages including 18 photos.

## NETHERLANDS

**MODELBOUW IN PLASTIC** (IPMS-Nederland, PO Box 40082, NL-8016 DB Zwolle).

4/95 (28 pages) "Vleugels der Victorie" 6 pages on modeling P-51 'The Gizzard'. "First In, Last Out" 4 pages on modeling the EF-105. "Harrier II" 8 pages including 8 photos and 4 pages of 1/72-scale drawings.

## PARAGUAY

**MODELO TERAPIA** (Antonio Luis Sapienza, PO Box 2721, Asuncion, Paraguay. Quarterly. \$3.50 each via air mail).

**Octubre 1995** (7 pages) "Los Fairchild PT-19/Galeao PT-3FG del Arma Aerea Paraguaya" 2 pages including 2-view drawing. "Los Grumman F6F-5 Hellcat de la Aviacion Naval Uruguay" 2 pages including 3-view drawing. "Los Douglas DC-2/C-47 en las Fuerzas Aereas Latinoamericanas" 2 pages including 5 side-view drawings (Nicaragua, Honduras, Guatemala, Panama, & Argentina). **Diciembre 1995** (7 pages) "El Airbus A.310-300 fr Lineas Aereas Paraguayas S.A./LAPSA" 2 pages including 3-view drawing. "Los Breda 65 de la Fuerza de Chile" one page including 2-view drawing. "Los Douglas DC-3/C-47 en las Fuerzas Aereas Latinoamericanas" 2 pages including 5 side-view drawings (Brazil, Chile, Cuba, Colombia, & Bolivia). "El N.A. F-51D Mustang en la Fuerza Aerea Guatemalteca" 2 pages including 2-view drawing.

**AEROPLAN** (Agencja Lotnicza "Altair, ul. Warecka 11/36, 00-034 Warszawa.)

1/95 (44 pages) "Croatian MiG-21" one page of drawings of camouflaged bis and UM; FS34097 and FS30117 over FS36473. "Polskie Brandenburgi CI" 6 pages listing every CI used in Poland including 15 photos and a 1/72-scale 4-view drawing. "XF-85 Goblin" 8 pages including 12 photos and 3-view drawing of EB-29B 'mother plane' - best coverage

I've seen on this pair. "Malowanie i Oznakowanie Samolotow Polskiego Lotnictwa Wojskowego 1930-1939 cz.1: Kolorystyka Samolotow Fabrycznie Nowych" 6 pages on the color schemes of the PAF including 11 photos and 7 color side-view drawings. "Mil Mi-4" 4 pages including 19 color photos of details and color 4-view drawing of Polish machine. "Uciekinierzy; Lotnicy Polscy i ich Ucuczki" 7 page reprint of article from SAFO on Polish airmen who escaped Soviet rule including 9 photos and 4 color side-view drawing (Nieuport 24, MiG-15s, Lim-2, & Li-2).

## URUGUAY

A Escala (IPMS Uruguay, address unknown)

#3 **Enero-Marzo 1995** (16 pages) "Los T-34 Mentor en la F.A.U." 6 pages including one 4-view drawing and 4 side-view drawings.

#4 **Abril-Junio 1995**, (16 pages) "los Grumman F6F-5 Hellcat en la Aviacion Naval Uruguay" 5 pages including 3-view drawing. "Marceau o Z 31?" 5 pages including 4 side-view drawings of ships.

## USA

**WWI AERO** (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$25.00 USA or \$30 overseas).

#151 **Feb 1996** (148 pages) "The Sigrist Bus" 6 pages including 5 photos and scale 3-view drawing. "RAAF RAF SESAs" 12 pages including 12 photos (an SE-5A wearing a swastika?). "The Aircraft of Mexico" 6 pages including 10 photos and three 3-view drawings (Kantner-Moisant, Moisant Biplane, & Parasol Serie H 1917). "Mexico's Talleres Nacionales Construcciones Aeronauticas (TNCA)" 10 pages including 21 photos, table of a/c by a/c number, and drawing of Microplano Veloz. "Spettacolo Aeronautico" 17 pages on 'Enemy aircraft and engines in Italian service during WWI' including 7 photos and 6 3-view drawings (Albatross WDD, Lohner L & T, Nieuport-Macchi L.1 & L.2, and SMAL Aviatik). Drawings: LVG CV & CVI. Bossi-Mojoli 1909, SIA Luzzatto, USA-9A.

**SKYWAYS** (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$25.00 USA or \$30.00 overseas.).

#37 **Jan 1996** (84 pages) "Cunningham-Hall GA-36" 8 pages including 9 photos and scale 3-view drawing. "Anacostia Flight Tests: Vought XSB2U-3 Vindicator Floatplane" 7 pages including 6 photos and scale 3-view drawing. Macchi M.16 and M.20 Lightplanes" 7 pages including 9 photos and scale 3-view drawing of M.20. "Designers' Dreams: What the Designers of the '20s and '30s were Planning for the Future" 11 pages including 4 photos and 8 3-view drawings. "Racing Notebook" 6 pages including 16 photos and table of a/c from Alexander-Todd to Brown B-1. "The Curtiss-Wright 19R All Metal Light-Combat Aircraft: Part 2" 9 pages including 14 photos (Ecuador, Dominican Republic, Cuba, & Bolivia) and scale 3-view drawing. "Kalinin K-13M Floatplane" 2 pages including scale 3-view drawing. "The Johnson Twin 60 Lightplanes" 3 pages including 3 photos and scale 3-view drawing. "Cockpits: Boeing XF6B-1/XBFB-1" 3 pages including 3 photos. "Historic Raceplanes still in Existence" 2 pages of tables.

**PRI-FLY** (IPMS Washington DC, c/o Carol Fleckenstein, 13816 Choptank Ct., Centreville, VA 22020; 4 issues \$8.00 for US, \$9.00 all others).

#90 (16 pages) "Kar-Air's Lockheed Lodestar OH-VKU" 4 pages including 2 pages of 1/72-scale drawings (reprinted with permission of IPMS-Finland) on modeling geographic survey aircraft.



"I am searching for information on the current national insignia for: Macedonia, Cyprus (a new roundel!), Congo, Benin, Brunei, Namibia, Mauritius, and Fiji."

John Cochrane (SAFCH #905), 6 Bonnington Ave., Crosby, Liverpool, England, L23 7YJ.

"Can anyone assist me in obtaining automotive license plates of air force, military, aviation agencies, and government, any country, any time. Also other foreign plates. In return, I can supply: US aviation and hobby magazines, books, kits, philatelic items, postcards, US model trains and cars, or whatever else may be desired. I can correspond in English, French, or German."

Win Verleur (SAFCH #1002), 18 Willow St., Garfield, NJ 07026, USA.

"A source is sought for aircraft plans drawn by the Swedish artist/draftsman Bjorn Karlstrom, who in

the 1950s, 60s, and 70s produced fine-quality drawings for Air Trails and Model Airplane News. Till late 1994, his works were available in sheet format from Alain Proteau at Repla-Tech International in Los Angeles. However, AP/RTI seems to have gone out of business with no forwarding address or phone number. Reportedly (1994) Bjorn Karlstrom was vigorously alive (age 71) in the Stockholm area and still producing plans. Perhaps a Swedish member could help."

David Montgomery (SAFCH #975), Professor of History, 412 Knight-Mangum Building, Brigham Young University, Provo, UT 84602, USA.

"I am seeking information about the Normandie-Niemen Squadron, a volunteer group of Frenchmen serving in the Soviet Air Force in WWII. The only books on the subject I have found are in French and I don't read French. Also, I have read that there was a movie made about the

squadron and I would like to learn more about it. P.S. I thought you might find the enclosed postage stamp useful for anyone interested in the 'Royal Fiji Air Force'."

Francis Person (SAFCH #1391), 12830 Lakeview Dr., Lusby, MD 20657, USA.

[Editor's Note: The above-mentioned stamp was issued to commemorate the "75th Anniversary of the Royal Air Force 1918-1993" and it features a very nice drawing of Gloster Gauntlet 'K4084' of the RAF. This is probably one of a very attractive set.]

"I'm looking for IDs (s/n, c/n, etc.) for H-34s/S-58s used in Haiti, Nicaragua, Cambodia, Indonesia, Laos, Philippines, and Thailand. Both original US numbers and foreign users numbers are needed." Len Lundh (SAFCH #1218), 16236 S. Haven Ave., Orland Hills, IL 60477, USA.

## Aircraft of the Congolese and Nigerian Civil Wars

I am attempting to discover the colour schemes, markings, etc. of aircraft used in the Congolese wars 1960-67 and the Nigerian Civil War 1967-70, and was wondering if anyone could help me with the following enquiries:

I have a colour scheme (origin unknown) of a Mil Mi-4 helicopter in standard Soviet dark green with light blue undersides, but with the large serial number 12013 (colour unknown) along with what looks like early Congolese insignia (star in circle without 'bars') both on the tail boom. I have not seen any reference to Congolese Mils, but Soviet equipment was 'lent' to P.Lumumba's Congolese government in Summer 1960 (including Ilyushin Il-14s). T. Kanza, one of Lumumba's ministers, recalls in "Conflict in the Congo" (Penguin 1972) Lumumba's official announcement that "I have obtained ten planes, five helicopters, sixty assistants...". Were these Mil Mi-4s, and if so, what exactly were their colour schemes/markings, etc?

In V. Flintham's book "Air Wars and Aircraft" there is a photo of a Katangan Air Force T-6 at Kongolo and a description underneath of a KAF colour scheme as being "dark green/dark brown over; medium blue under: white serial on rear fuselage KA-33". However J. Puren, Com-

mander of the KAF, in his book "Mercenary Commander", describes the colour schemes of KAF T-6s delivered in 1962 as being "olive green, yellow and khaki patches". I think I can discern three shades of camouflage on the upper surfaces of the photo in V. Flintham's book, but the quality is not good and I may be mistaken. Can anyone shed light on the correct colours? J. Puren goes on to say that "on the tailplane and wings of each aircraft proudly glinted the triple copper cross of the Katangese air force insignia", (presumably within the KAF's normal red/green/white roundels and fin flashes?), but it is again difficult to make out any national markings or serial numbers on the photo. Does anyone have any additional information about KAF T-6 markings? Also did any T-6s left behind by the Belgians in 1960 actually become operational with the KAF, and if so, with what markings/colour schemes?

What colour were fuselage cheat lines on KAF D.H. Doves and did they carry KAF insignia on their wings? What were the serial numbers of those of the Doves operated as "bombers/gunships"?

I have seen pictures of camouflaged and natural metal T-6s in Portugal intended for

delivery to Biafra. Could anyone tell me whether the two T-6s from this batch that were actually operated by the Biafran Air Force in 1969 were camouflaged or natural metal and whether any national insignia or other markings were applied to them on arrival in Biafra?

I am also looking for information on the colour schemes/markings of the following: Congolese Air Force (1960-67) Ilyushin Il-14, Sikorsky S-55, Curtiss C-46. Katangese Air Force (1960-63) D.H. Heron, Douglas DC-3/C-47, Lockheed Lodestar, Dornier Do-28, Sikorsky S-55, and D.H. Vampire. United Nations (Congo 1960-64) F-86 Sabre. Nigerian Air Force (196770) Jet Provost and Whirlwind.

I would welcome the opportunity to collaborate with any other SAFO members in researching and producing an article on the colour schemes and markings of the Congo air wars for a future SAFO issue. Anyone out there interested?

Phil Scoggins SAFO #1446, 75 Canon Street, Shrewsbury SY2 5HH, Great Britain.

## -accessories-accessories-accessories-accessories-accessories-accessories-accessories-accessories-accessories-accessories-

Super Model Wire, Hobby + Plus, PO Box #2, 210029, Vitebsk, USSR (sic).

The people who brought us those nifty navigation lights [Editor's note: Available once again for the SAFCH Sales Service.] now bring us another unique product. I've seen a lot of products purporting to solve the problem of rigging biplanes, but never anything like 'Super Model Wire'. The cover announces "For biplanes and for all types aircraft and ship models for all scales", but the instructions are in Russian and the only other English word is "Elastic".

The package contains about 90 cm of silver-colored cord (not 'wire') that can be stretched to almost twice its original length. The cross section is elongated with a width of about 2 mm and a thickness about 1/10th of the width. Presumably, this is supposed to

represent streamline bracing wire. However, after years of using 'round' wires (e.g. stretched sprue, invisible thread, etc.), I'm not sure how I would like this. First, it seems to be too wide for 1/72-scale. Then, how can you keep the width parallel to the direction of flight? And, what type of glue can be used.

Super Model Wire is an intriguing new product that deserves experimentation. If any reader has used this product, I would be interested in hearing about your experiences.

P-40 Tomahawk, 1/72-scale photoetched parts. Arnis Model Centrum, Riga, Latvia.

Our friend Arnis Draugs has sent a number of photoetched detail sets for review. Since these are all fairly similar in quality and design, I will review

only one.

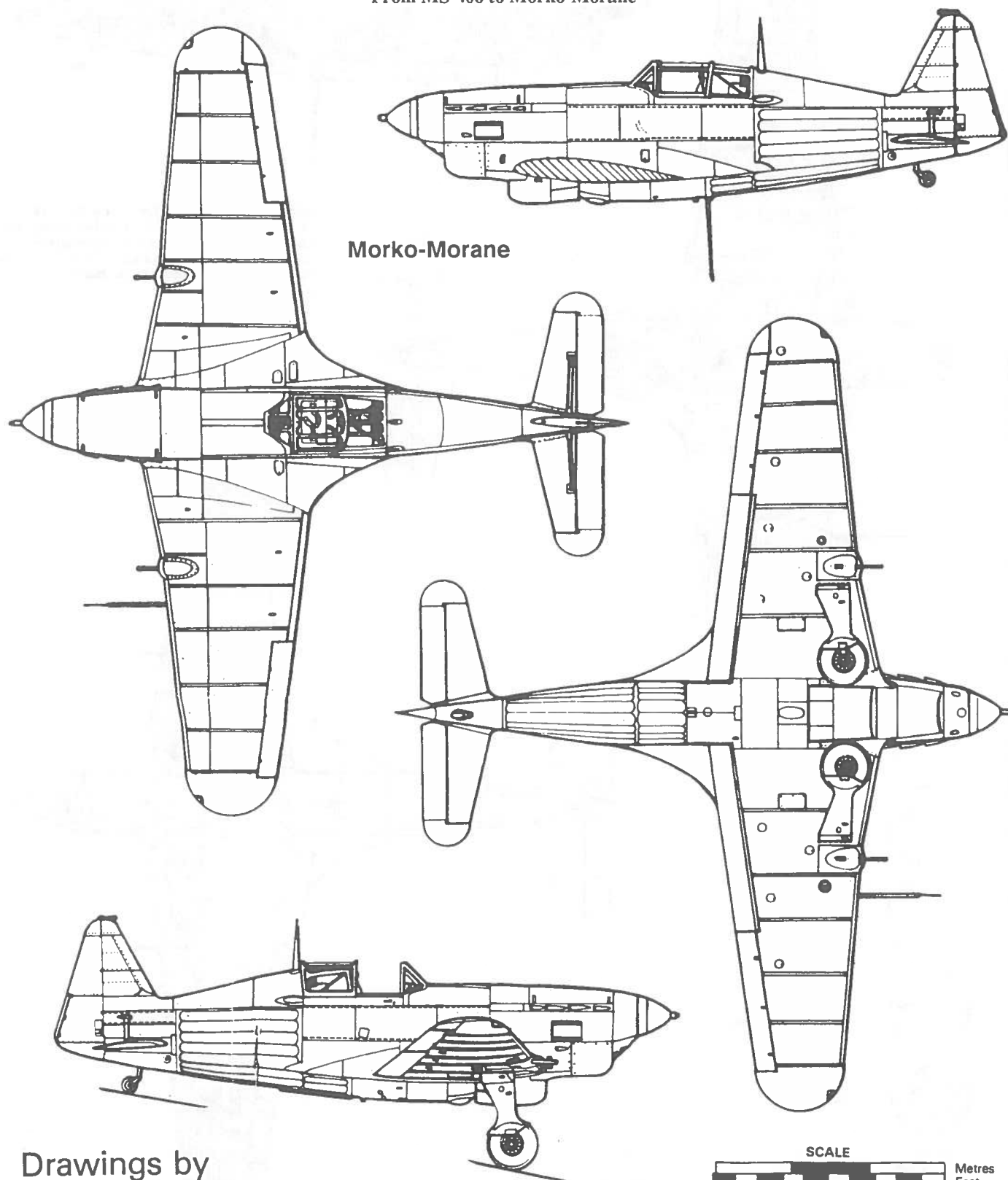
The P-40 set, measuring 6 cm by 8.5 cm, is doubled etched on thin stainless steel. There are 17 parts including ribs and stringers for the inside of the wing flaps, interior for the wheel wells and landing-gear doors, pilot's seat, instrument panel and rudder pedals, cowl flaps, tail-wheel doors, radio mast, ring-and-bead gun sight, and cowling panels. All these parts are excellently etched; the landing flap detail should be particularly impressive when completed. The instruction sheet is small but comprehensive.

Other 1/72-scale sets available through the SAFCH Sales Service are: MiG-29, Yak-7, MiG-23, Su-7/Su-22, MiG-21, Su-25, and MiG-15. Available in 1/48 scale is the Focke-Wulf 190 A6/A8.

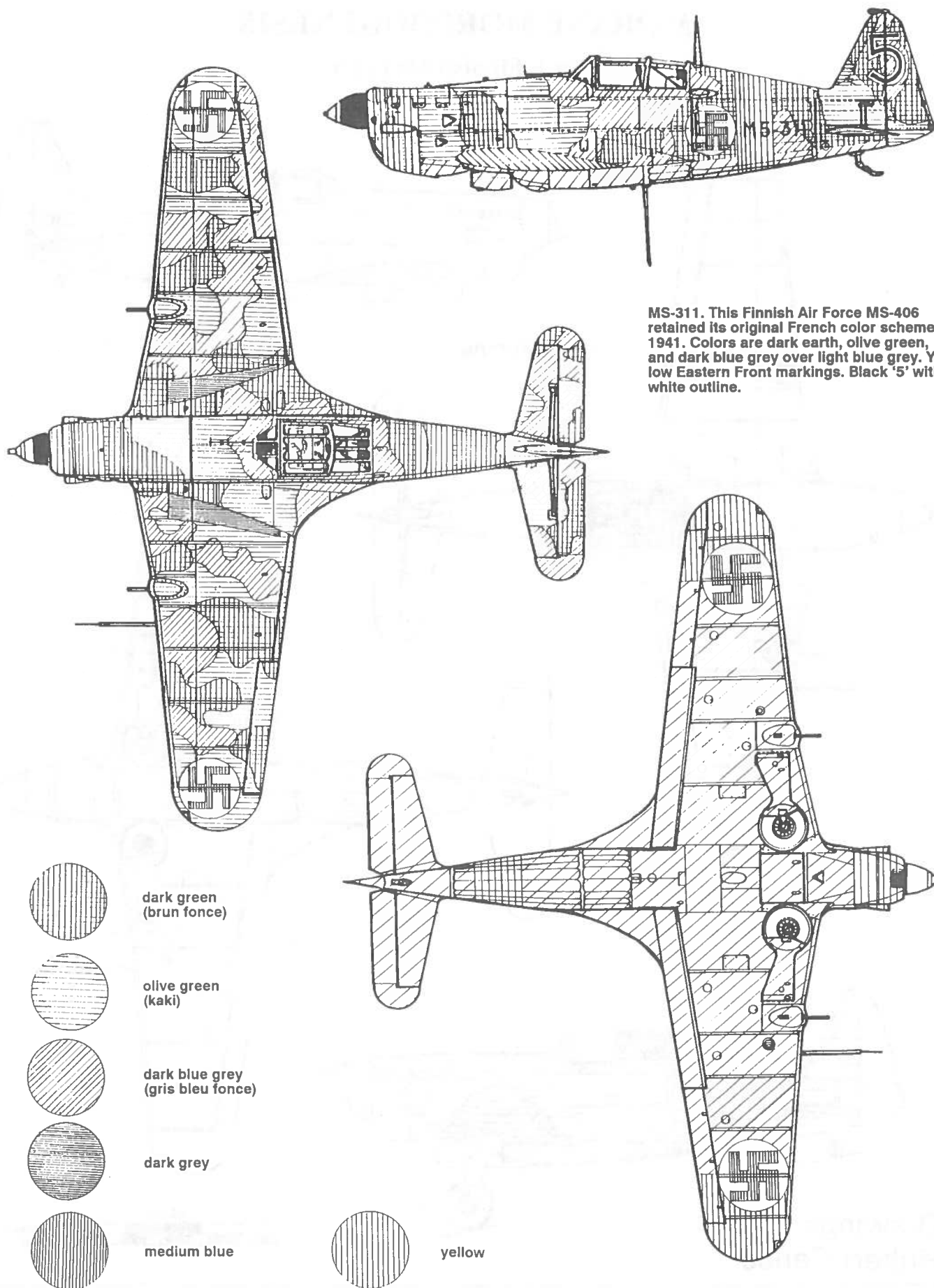
# MORANE MORPHOGENESIS

## Part I: Finnish Air Force

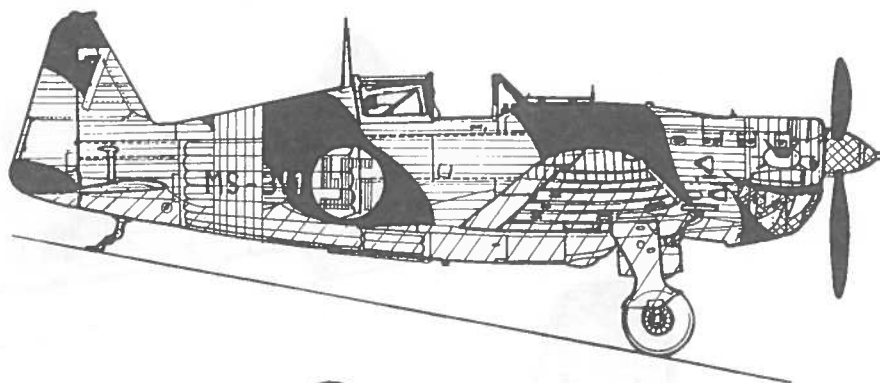
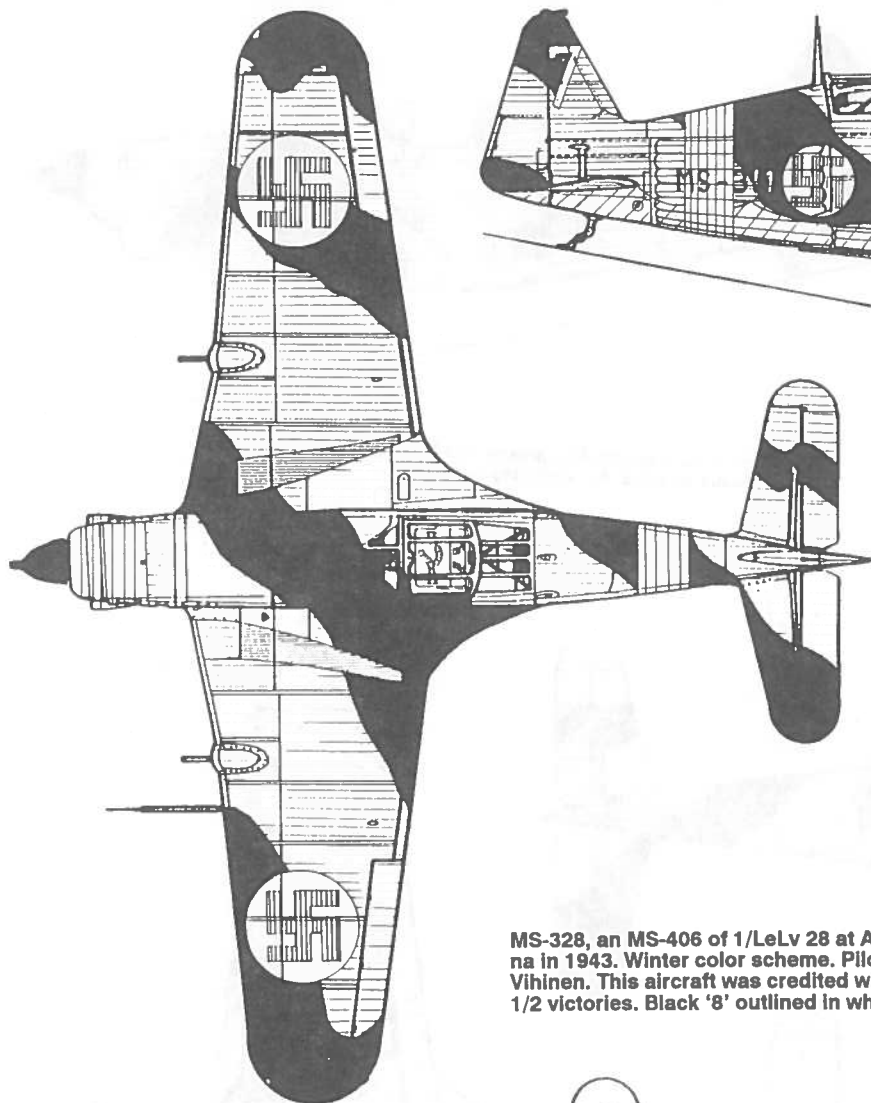
From MS-406 to Morko-Morane



Drawings by  
Hubert Cance

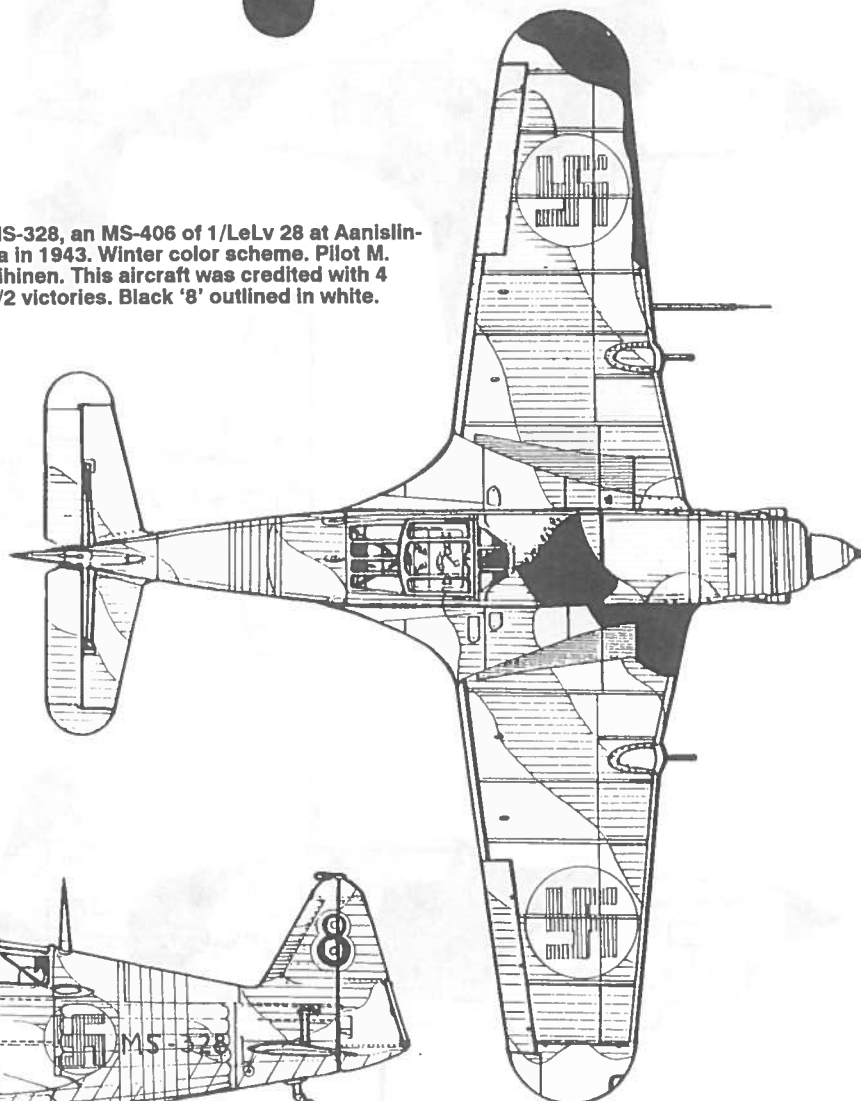






MS-311 in Finnish color scheme while serving with 1/LeLv 14 at Tilksjarvi in 1943. Pilot L. Kurten. This aircraft was credited with 3 victories. Colors are black and dark green over light blue with yellow Eastern Front markings. Number '7' is white. Teeth are white, mouth red, lip black. White eye with black details. Red spinner.

MS-328, an MS-406 of 1/LeLv 28 at Aanislina in 1943. Winter color scheme. Pilot M. Vihinen. This aircraft was credited with 4 1/2 victories. Black '8' outlined in white.



olive green



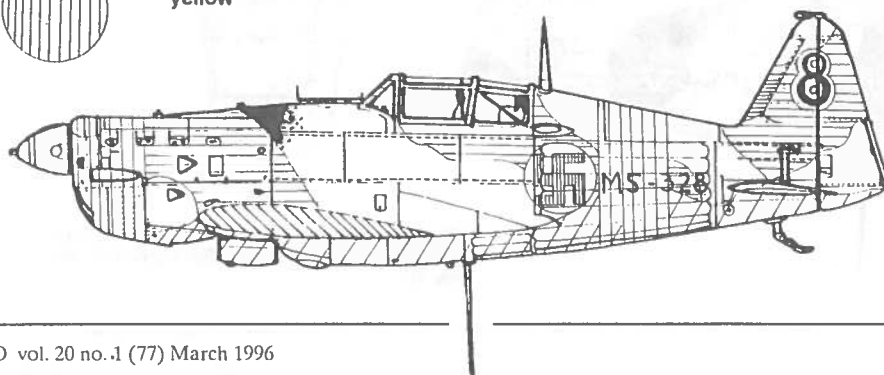
dark grey

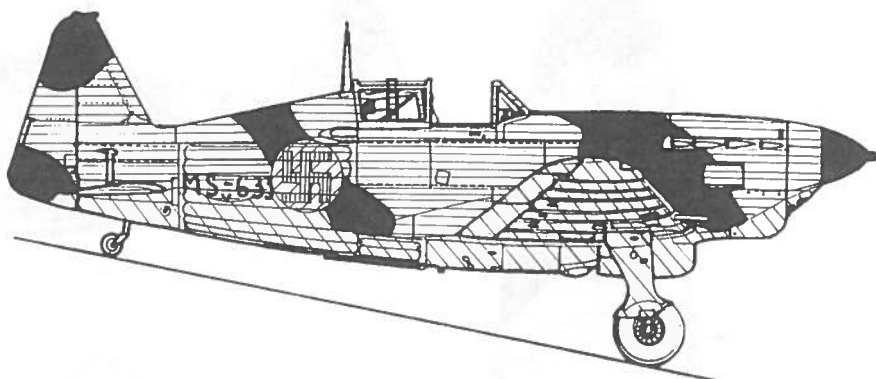


medium blue

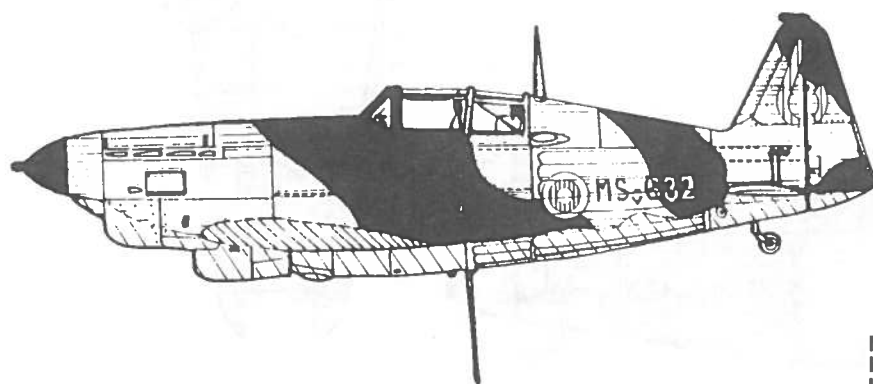
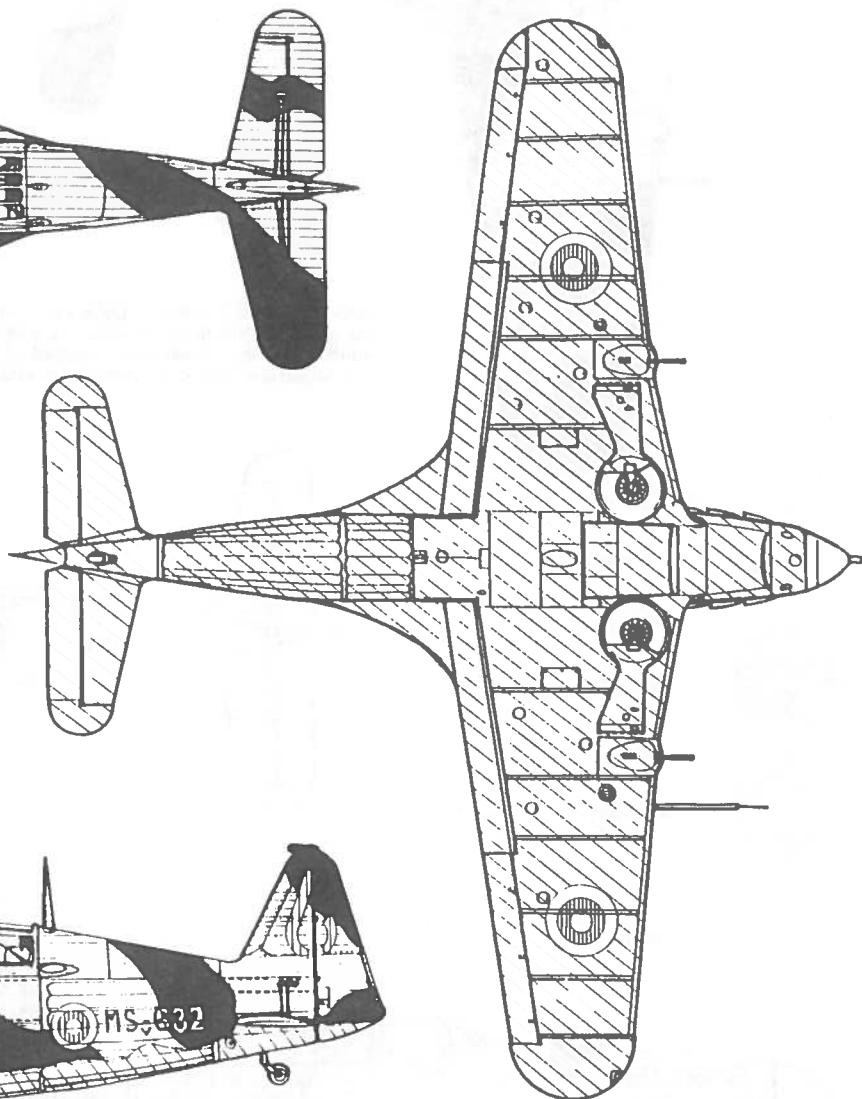
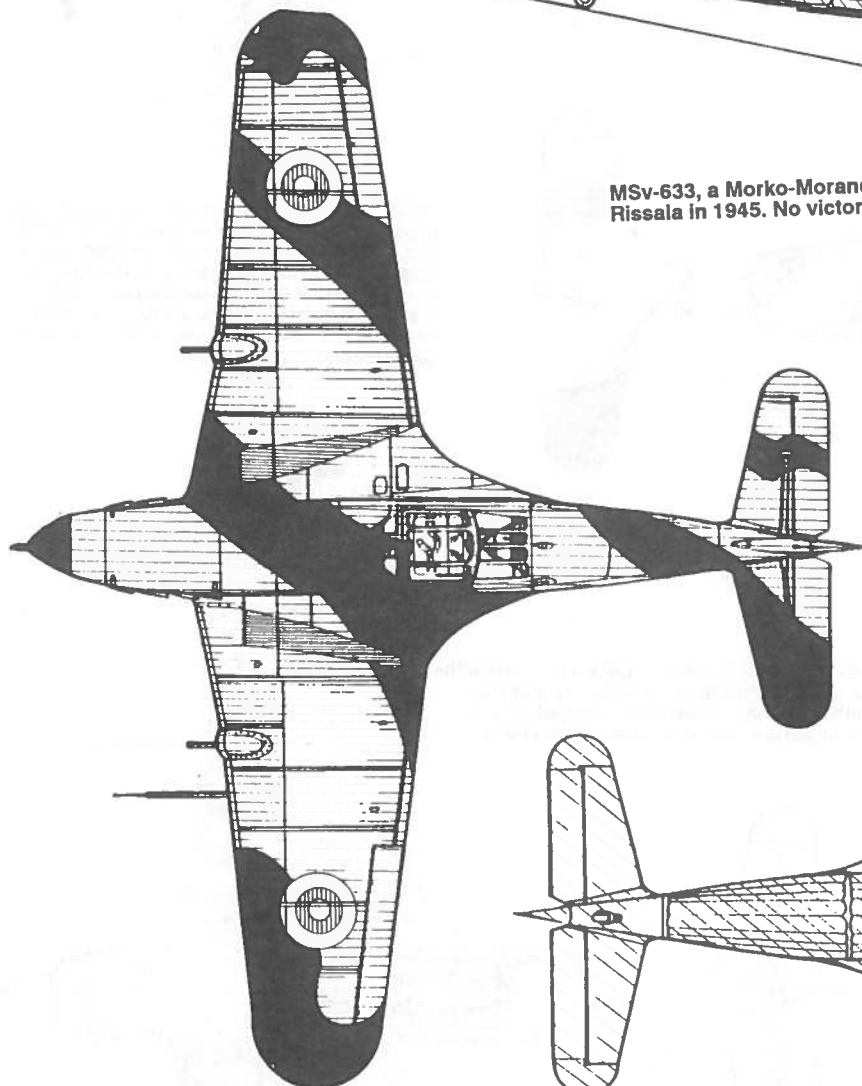


yellow



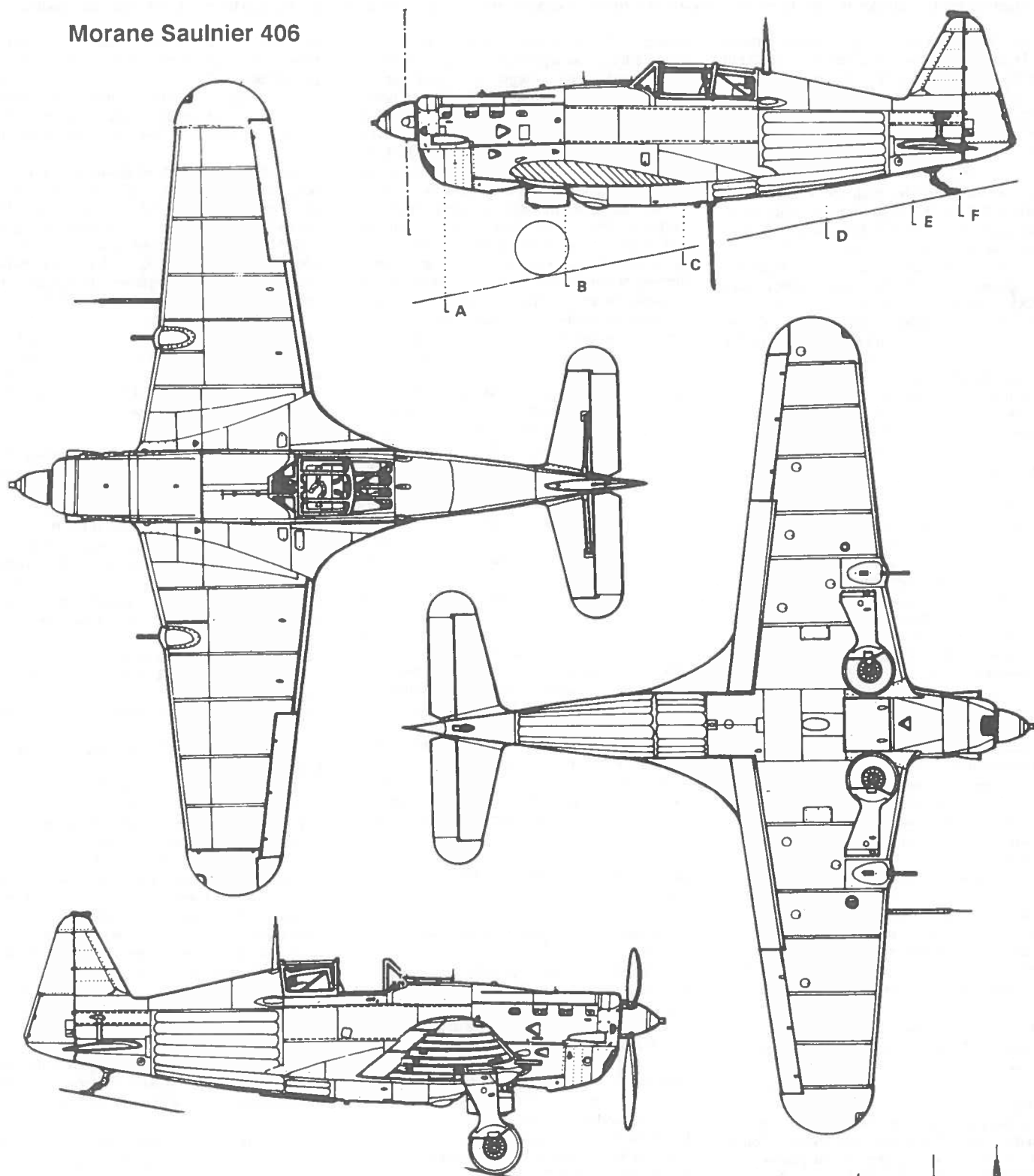


MSv-633, a Morko-Morane of HLeLv 21 at Rissala in 1945. No victories recorded.



MSv-632, a Morko-Morane of HLeLv 21 at Rissala in 1946. No victories recorded. Yellow '6'.

# Morane Saulnier 406



Several of these drawings first appeared in the 3-16 February 1989 issue of Aviation News. They are reproduced here with the kind permission of its editor, Allan Hall.

Hubert Cance (SAFCH #809), 56 Bd. E. Lintilhac, 15000 Aurillac, France

"I would like to correct a misprint in the price of the Dutch Museum booklets reviewed in SAFO #76: The reviewer wrote '£' as if in pound sterling. It should have been 'fl' for florin = guilder." Fritz Gerdessen (SAFCH #12), Fijnscheerderstraat 12, 4204 ES Gorinchem, The Netherlands.

**Poland's PZL Gull-Wing Fighters:** Volume 1, P.1 through P.8, by Eberspacher and Koniarek. Monograph No.2, Phalanx Publishing Co., 1051 Marie Ave., St. Paul, MN 55118, USA. \$12.95.

A few issue back, I favorably reviewed Phalanx's Monograph No.1 on the Dutch and Danish Fokker D.XXI. Now, Monograph No. 2 is available, but rather than covering the Finnish Fokker D.XXI as expected, it covers the Polish PZL P.1 through P.8 fighters. This book, as its predecessor consists of 48 pages, 8.5 inches by 11 inches, bound between heavy, durable soft covers.

The first section, "Construction & Performance" goes into detail on the 'PZL-Wibault Wing System' and includes drawings of the construction details and a table listing on which type and which surfaces corrugated skin and external stiffeners (combs) were used. (I was surprised to see that the P.8 did not use corrugated skin, making it a ideal project for a limited-run injection-molded kit. And, the P.8 was one of the most attractive between-the-wars fighters.) The section on 'In-Line Engine Designs' covers the three P.1 prototypes and the two P.8 prototypes and includes 5 photos, color 5-view drawings of the P.1/II, P.8/I, & P.8/II; and 2-page scale drawings of the P.1/I, P.1/II, P.8/I, & P.8/II. The third section, 'Radial engine Designs', includes 4 photos, a color 5-view drawing of the P.6/I, color side-view drawings of the P.7/I, 2-page 5-view drawings of the P.6/I, P.7/I, P.7a, & P.7a, and numerous sketches of exterior (including instrument faces) and interior detail. The final section, 'Operational History' briefly outlines the actions of the P-7a in the September Campaign and includes 3 photos, 5 color side-view drawings, color drawings of squadron insignia, and four 5-view drawings of operational P.7a.

This monograph cannot be recommended too highly for anyone even remotely interested in Polish a/c. The novice collector will rejoice in the elegance of these gull-winged beauties. Even the jaded collector with shelves full of Polish books will appreciate the value of having all this information in one place and delight in the 5-view drawings.

**P.23 Karas,** by Kopanski and Sikora. Monografie Lotnicze #23. A-J Press, PO Box 73, 81-461 Gdansk 45, Poland.

For those who are familiar with the Polish Monografie Lotnicze series and the works of Tomasz Kopanski, there is no need to tell them how good this book is. For those who still think of Polish books in terms of poor paper, muddy photos, and indifferent color drawings, read on. This book on the Karas has to be one of the finest books on a single a/c type ever published, anywhere, any time. What we have is 64, A4-size pages on a high-quality gloss paper bound between sturdy card covers. The photo reproduction is outstanding, the scale drawings are superb, and the color pages are exciting. The only drawback is that the text is in Polish - and there is obviously so much great information about Karas operations in the September Campaign.

A list of the illustrative material should be sufficient to convince you that this book is a must, even if you don't read a word of Polish. (1) Photos: 100

photos of the Karas, only 7 of which are 'factory shots'. All the rest are of operational P.23s before, during, and after the September Campaign. (2) Scale Drawings: 5 pages of 1/72-scale drawings including 5-view drawings of the P.23A and P.23B and side-view drawings of the prototypes and every possible variant including the P.42 and PZL 43. Two pages of 1/36-scale drawings of construction and interior arrangement and 1/18-scale drawings of the engine and three types of machine guns. (3) Technical Data: Twelve pages of 'Opis Techniczny' with 36 photos reproduced from the Karas technical manual. A color cutaway drawing, and a color drawing of interior. (4) Tables: One table lists, by eskadra, number of combat missions, tons of bombs dropped, and enemy a/c destroyed. Another lists, again by eskadra, number of P.23 on hand on 1/9/39, number lost, number transferred, and number evacuated to Romania. (5) Color Drawings: A color 5-view drawing of P.23B 44.214 of the 41. Eskadra at Torun, 1939. Four pages of color side-view drawings of 15 Polish P.23 (most with scrap views of the undersurface showing the 'tactical' numbers, 2 Romanian P.23, 2 Bulgarian P.43, and one P.43 in German marking. Color drawings of 14 eskadra insignia (I sure hope somebody in Poland would do a decal sheet of these insignia so a representative collection of P.23 can be modeled.) By the way, what is the plural of Karas - Karases? Anyway, I know a group of P.23 has to be called a 'school'. A chapter is devoted to Romanian and Bulgarian P.23 and includes 11 photos of Bulgarian machines and 3 photos of Romanian machines. Another chapter is devoted to 'Malowanie i Oznakowanie' (Colors and Markings) and includes a drawing of the official(?) Bulgarian marking instructions.

Of special note to the modeler is that many of the photos and drawings of P.23 during the September Campaign show the wheel pants removed. This is an aspect worth modeling and it's too bad Heller didn't include alternate parts for this. However, there are several good photos of the unpainted f in this book that will allow accurate modeling of this feature.

Is this a good book? Well, I hope that A-J Press gets 750 letters (one from each SAFCH member) requesting this book.

**Henschel Hs 126,** Zbigniew Luranc. Wydawnictwo Avia-Press, Gdansk 1995.

Here is another fine monograph from Poland, this time on a German a/c. This book consists of 48 pages on high-quality glossy paper bound between sturdy card covers and contains 28 photos, 6 pages of 1/48-scale drawings, 3 pages of 1/72-scale drawings, 2 pages of factory drawings of camouflage patterns, 18 pages of sketches from the technical manual, 14 color side-view drawings (11 Luftwaffe, 2 Spanish, and one Greek).

The Avia-Press monograph of the Hs 126 is an excellent book that is highly recommended to anyone interested in the Hs 126.

**Stalinowskie Sokoly,** by Michulec. Kampanie Lotnicze #7. A-J Press, PO Box 73, 81-461 Gdansk 45, Poland.

Following close on the heels of a Russian book with an identical title, this Polish 'Stalin's Falcons' is immeasurably better in terms of sheer size (52 A-4 size pages), excellence of production (sturdy card-stock covers and high-gloss paper), exceptionally vivid color art work (9 pages), and both the quality and quantity of the photographs and the textual information. If you don't read Polish, the text will

be of limited value. However, there is a table listing of more than 300 'Aces' with 10 or more victories giving: "Sorties/Combats", "Number of Victories", "Date of Death in Combat", and extensive "Notes" which, among other things, breaks down the victories as to theaters ("Hispania", "Chalchyn-Gol", etc.).

While about 10% of the 85 photos are of aircraft sans personnel, the rest consists of pictures of the Aces, usually standing before their aircraft. The color side-view drawings (with representative plan-view drawings) are outstanding and include 5 I-16, 6 MiG-3, 2 LaGG-3, 3 P-40, one Yak-1, one Yak-3, one Yak-7, 5 Yak-9, one Spitfire, 9 P-39, 6 La-5, and one La-7. The large number of P-39 included came as a surprise to this reader.

"Stalinowskie Sokoly" is an visually exciting book that will provide substantial rewards for anyone with the ability or gumption to translate even a small portion of the text. Highly recommended. Review copy provided by publisher.

**Czeczenia 94-95,** Czarnotta & Moszumanski, Najwieksze Bitwy XX Wieku #19. Agencja Altair Ltd., ul. Warecka 11/36, Warszawa, Poland.

"While in Krakow, I came across this book. On pages 36-37 there is a short account of the air war in Chechenya, and on the following two pages are drawings of various planes including a L-39 Delfin carrying the Chechen insignia. It is not clear if this plane is in bare metal or is painted light grey overall. There are no photos to support this scheme. All of the other drawings and photos of planes and helicopters are marked with Soviet stars."

Jeff Hamblen (SAFCH #1385), 649 University Ave., Salinas, CA 93901, USA.

This small, 23 cm by 16 cm, 59-pages book is similar in concept to the Osprey Publications' Men at Arms series. Included are informative maps on the Czarist conquest of the region, the deportations of 1944, the strategic importance of the region, and the recent battles with detail down to the street level in Grozny. Several Order-of-Battle are included. The text, in Polish, contains a daily account of the actions (and much more). However, it is the illustrative material that will be most useful to the reader to whom Polish appears as a mess of consonants. The photos of men and machines are copies and reasonably well reproduced. The 7 pages are color drawings are very well done and include depictions of the following. Armor: MSTA-S, BMP-2, 9K57, & BTR-80A. Aircraft: Chechen L-29 and Russian L-29, Mi-26, and two Su-25. Uniforms: 2 Russians and 4 Chechen fighters.

"Czeczenia 94-95" is an interesting book that will reward serious study. Altair is to be complemented on the timely release of this quality study.

"I noticed D.Y. Louie's mention of Piotr Butowski's book. Actually, this is a two volume affair, both equally good, that presents an overview of contemporary Russian military aviation. There are now bookshops in Poland which will take FAX orders, with payment by credit card. I have been dealing with Pelta (ul. Swietokryska 16, 00-050 Warszawa) and I have had very good service. Their FAX numbers are 48-22-26-91-86 and 48-22-27-66-14. I would recommend that people use surface rate, as air mail from Poland is hideously expensive. Surface rate takes about 8 weeks, air mail is about 1-2 weeks."

Steve Zaloga (SAFCH #864), 291 Hope St. Unit B-6, Stamford, CT 06906-1636, USA.

# New Military/Aviation Publications at Moscow Aerosalon IMAKSI 95

Steve Zaloga

## BOOKS

**Moskovskiy Aviatсионno-Kosmicheskii Salon** (Afrus, IPTK Logos: Moscow, 1995). There were two MAKSI aerosalon guides published this year. The snazzy bilingual (Russian-English) catalog published by Konversult is good for those wanting a listing of the firms exhibiting at the show. Less widely marketed was this cheaper but more interesting guide to the equipment displayed at the show. This is printed on the usual Russian soft paper, but gives a good summary of the weapons and equipment displayed at the show. It is a bit strange, however, as much of the equipment listed in the book was not at the show, and some new systems that appeared at the show are not covered. But it is a very good reference work on modern Russian aerospace equipment, and somewhat makes up for the spotty availability of brochures from many Russian firms.

N. Baluyev, S. Skrynnikov, **Palubnaya Aviatsiya**, (Inkobuk: Moscow, 1995). This is part of a new book series from the publishers of *Vestnik Vozdushnogo Flota* (see below) called "Aviatsiya Rosii". The books are 8x11 format, thin (about 50 pages), glossy color-photo albums. This first title is on the naval aviation of Russia, focusing mainly on the new carrier and its aircraft. Seven other titles have been announced, covering strategic bombers, Frogfoot, Su-27, Kamov Ka-50, Russian aero display groups, MiG-31, and Russian AF air bases. Very good quality printing, aimed mainly at aviation enthusiasts rather than professional readers.

M.B. Saukke, **Neinvestnyi Tupolev**, (KTsHTI Original: Moscow 1993, published in cooperation with ANTK Tupolev). This is a medium size softcover covering the early years of the Tupolev design bureau, and especially focusing on their internment in the NKVD prison as TsKB-29 during the purges. The book contains the first extensive details of Tupolev aerosan and torpedo-boat development including extensive scale plans. New data on aircraft is limited.

**Opitnoe Konstruktskoe Byuro imeni A.S. Yakovleva** (Izd. Moskovskaya gorodskaya tipografiya A.S. Puskina: Moscow, 1995). This is an official Yakovlev design bureau history, lavishly printed on glossy paper in a hardcover edition. It provides a good, but not very deep, overview of Yak military aircraft, not comparable in quality to the older but more thorough Ilyushin history from several years ago. Given Yakovlev's fading fortunes in military aviation in recent years, there is not much new. One of the few areas with goodies is a section on their RPs which includes details of a number of unknown types from the 1980s that preceded the current Shmel.

G. Dmitriev, S. Sergin, S. Popsuyevich, **MiG-25 i modifikatsii**, (ArkhipPress: a/y a 86, Kiev 151, 1995). This is the first monograph from a previously unknown publisher in Ukraine. This study is the size of a 56-page magazine, with a soft cover, and contains an excellent set of pullout plans in 1/72 scale. This is a very straight-forward and detailed account of the MiG-25 covering development, variants, technical description, and a short combat assessment. Photo coverage is mainly on aircraft details, but the soft paper and B&W repro puts a limit on their value. This book was limited to a 850

example print run. The publisher states that they have already done MiG-17 and Yak-28pp (ECM variant) book in the series, and are planning: Su-17M2D, MiG-27, Yak-38U, and Yak-9.

Dmitriy Komissarov, **IL-76: Istoriya Samoleta**, (Press-Solo, 115533 Moscow, Nagatinskaya naberezhaya d. 10, kv. 85, Tel: 095-915-5465. Yet another new book from a previously unknown publisher, this is a nicely printed, magazine-size (62 page) book with softcover, and a set of pull-out scale plans. The book contains an overview history of the IL-76 and its derivatives including the A-50 Mainstay. The back of the book is an extensive listing of who flies the IL-76, in the case of many of the foreign operators serial numbers and other detail are given. The book was done in cooperation with Ilyushin which accounts for the high quality of much of the material.

Ildar Bedretinov, **Shturmovik OKB P.O. Sukhogo Su-25**, (Izd. Kuchkovo Pole/ Firm P-Mazhor, 117218 Moskva, ul. Krasikova 27; Tel (P-Mazhor): 095-373-6974, FAX: 095-376-6024). Yet another new publisher has appeared, this time with a hardcover monograph on the Sukhoi Su-25 Frogfoot. The book was prepared with the assistance of the Sukhoi design bureau. This is the first in a series with the next two to be the Proton space booster and the Su-100 (T-4) supersonic bomber/reconnaissance aircraft. The book is hardcover, about 250 pages, and contains a section of color artwork at the back (of mediocre quality). The text and illustrations are extremely interesting with a very thorough coverage of the development of the aircraft as well as a detailed account of the operational trials of the aircraft in Afghanistan, and its later combat deployment there. There is a lot of new stuff; for example, the book indicates that Angola bought 12 Su-25K plus 2 trainers in 1989.

A. Mikheyev and A. Fomin, **Su-34**, (Poligon Aviatсионnaya seriya, Lyubimaya Kniga, a/y a 28, 125057 Moskva). This is a lovely, 55-page, magazine-format monograph on the new Sukhoi Su-34 two-seat strike fighter. The printing is to a very high standard, and mainly in color. It includes scale plans, and is obviously aimed at aviation enthusiasts. Strangely enough, the co-publisher is listed as St. Ives Ltd. in London. Perhaps an English edition is planned?

S. Kuznetsov, **Perviy Yak**, (Poligon Aviatсионnaya seriya, Lyubimaya Kniga, a/y a 28, 125057 Moskva). This is a roughly 130-page monograph on the Yak-1 fighter from the same publisher as the Su-34 book, except in a thicker, perfect-bound format. The printing quality is exceptionally good, and there is a superb selection of color side profiles at the rear of the book. This is one of the finest aviation historical books to have appeared in Russia in terms of research and presentation. It includes extensive scale plans.

V.V. Gagin, **Sovetskie atomnie podvodnie lodki**, (AO Poligraf, Voronezh: 1995). Yet another unknown publisher has turned out a 32-page magazine-format book on Soviet nuclear submarines. The author devotes roughly a page to each type with small scale plans and basic data. The data is not so hot, and looks like it came heavily from the old edition of Pavlov's *Ships of the Russian Fleet*. There are many photos, but repro quality is poor.

There are some interesting side bars on related subjects including an interesting piece on the early sub launched cruise missiles.

V. Gagin, **Samolotey voronezhskogo aviatсионnogo zavoda**, (AO Poligraf, Voronezh: 1995). Another publication from Poligraf is this roughly 60-page history of the aircraft produced at the Voronezh aircraft plant. Rather surprisingly, it is bilingual Russian/English, the first time I have seen this in a Russian publication, and reminiscent of the format used in current Czech aviation enthusiast publications. This is a much better book than the submarine book by the same author, and shows the signs of cooperation from the plant. Since Voronezh built many key aircraft, there is a lot of interesting stuff in the book. The primary focus is a brief history of each aircraft type built at the plant, and the role of the plant in its construction.

M.I. Kuznetskiy, et. al., **Baikonur Chuda XX veka**, (Sovremenniy Pisatel: Moscow, 1995). Subtitled "Memoirs of veterans of Baikonur about Academician Mikhail Kuzmich Yangel and the Comodrome", this is a typical Russian collection of essays honoring the head of the largest Soviet ICBM design bureau. There is extensive remarks (by Russian standards) about the development of the early-generation ICBMs including the R-16 and R-36, although this is not a thorough history of the programs.

B.E. Chertok, **Raketi i Lyudi**, (Mashinostroenie: Moscow, 1994). Mashinostroenie, like many of the other mainline Soviet publishers has fallen on hard times, and its display at MAKSI 95 was thin on new stuff. The one exception was this book by one of the early pioneers of the Soviet missile and space programs. This is the first really detailed accounts of the early history of the Russian ballistic-missile effort, as Chertok was a key player in integrating captured German technology into the Soviet aviation industry. This book concentrates most heavily on the early post-war years, and ends in 1956. Another volume on the later years is planned.

**Sovremennoe Vooruzhenie v Volne**, (Rossiiskaya akademiya raketnikh i artilleriiskikh nauk: Moscow, 1994). This small 280-page paperback is a Russian assessment of modern weaponry in light of the 1991 Gulf War. The bulk of the book is an overview of the equipment used in the Gulf war, with some asides on Russian equipment. It appears to have been a group effort. Some chapters contain extremely novel material, while other chapters appear to be rather weak. There is obviously some material from Russian defense sources, for example, an order of battle for Iraqi missile units including the number of TELs per unit. This was apparently published by the same folks who publish the journal "Vooruzhenie, Politika, Konversia". I bought a copy from some people at the NIIP booth who were also selling VPK.

M. Svirin, A. Beskurnikov, **Pervye Sovetskie Tanki**, (Arsenal: Moscow: 1995 forthcoming). This is a new series from the publishers of "M-Khobbi" magazine. The first book is a look at the first generation of Soviet tanks, mainly focusing on the T-18 and all of its derivatives. Svirin has spent years

on this project and it shows with a superb selection of rare new photos, scale plans and many unusual and unknown vehicles. This is planned for publication in the autumn of 1995.

#### MAGAZINES

**Vestnik Vozdushnogo Flota, Rossiya** 125167 Moskva ul. Krasnoarmeiskaya, d. 4 Tel 212-0351; FAX: 214-5680. This is the replacement for the Soviet Air Force magazine "Aviatsiya i Kosmonavtika". AiK went belly up two years ago. It resurfaced last year, but is no longer an official Russian Air Force magazine. The new version is mainly an enthusiast publication, and heavily oriented towards Western aviation with little good modern Russian stuff in it. VVF is oriented towards modern Russian Air Force subjects. It is the first Russian aviation publication printed to Western standards with gloss paper and excellent color photographic representation (some of their stuff is being printed in Slovenia). The editor is the well-known Russian aviation photographer Sergei Skrynnikov, so the photo quality tends to be excellent. Three issues have been published to date. Each issue contains a series of feature articles and a lot of little news bits. **VVF (1-95)** Aviation in the Chechen war; feature article on the Lipetsk Aviation Center with lots of photos including several cockpit interiors (MiG-25PU, Su-24MP, MiG-25BM); carrier operations off the Kuznetsov including excellent cutaway drawing of Su-27K (Su-33); the future of Russian transport aviation continuing article from a series in AiK on combat aviation in the Middle East, this one on development up to the 1982 air war; article on the fate of Buran; 1993 Russian space launches chart.

**VVF (2-95)** Article "Where is Russian military aviation headed?" with comparative chart of Russian and foreign inventories of combat aircraft; small photo of Su-27PS with ducted nozzles; detailed article on the May 1995 air parade celebrating VE day and listing participants and bases; article on the IAPo plant with shot of Be-200 and Su-27s in plant under work; overview history of Sukhoi; feature piece on Su-34 strike Flanker with pull-out artwork, extensive and detailed photo coverage in color, photos of construction inside plant, photos of unpainted aircraft on trials; article on Altai school for assault and bomber crews; account of 1982 air war over Lebanon; short article on the MAKS space plane with scale plans; 1994 space launch table.

**VVF (3-95)** Articles on "What will Russia be Flying in the 21st Century"; feature piece with photos on the State Flight Test Center im. V.P. Chkalov "From Khodynka to Akhtubinsk = 75 Years" Photos include some weapons closeups including R-33. Several articles on aircraft appearing at Moscow Aerosalon 95. Big feature piece on Ka-50 and Ka-52 Hokum including color drawings and color pull-out on Ka-52. Feature piece on Novosibirsk Chkalov aviation plant with nice Su-34 shots. Photos of the Volna SLBM/booster test from a sub.

**Aviatsiya i Vremya** (formerly Aerokhobbi to 1994) VTs Aerokhobi 252062 Kiev-62, a/s 166 Tel: (044) 443-0026. This is Ukraine's premier aviation historical journal. The research standard of the articles is very high, and past issues have shown a great deal more openness on technical matters than any Russian journal. The magazine is printed on the usual soft paper, and usually includes a large fold-out sheet of high-quality scale plans.

**AiV (#11:3-95)** Detailed article on evolution and variants of Mi-4 helicopter with pull-out plans; 50

years of the Progress engine plant; Part III of a superb series on combat aviation in Afghanistan, this time on strike fighter aviation; part III of a superb series on air war on the Syrian front in 1973 by a high-ranking former Soviet adviser includes data such as Syrian SAM losses, Syrian kill claims against Israeli AF, and Syrian sortie rates; development of the An-14; An-32; anti-tank Frogfoot Su-39 article by Butowski; Yak-140 prototype; Hungarian aviation on the Eastern Front in WW2.

**Aviatsonnoe Obozrenie, NPF Sintal D**, ul. Chkalov 7, 310070 Kharkov Ukraine. This is another Ukrainian aviation historical journal. The quality of the research is high and there is evidence of access to bureau files and tech manuals in the level of detail on postwar military aircraft. Usually each issue is accompanied by a large set of fold-out plans in 1/72 scale of very high quality.

**AviO # 3 (1993)**: article on Yak-141, historical/modeling article on Yak-9 with plans, color art, long article on Kamov Ka-50 Hokum with extensive set of plans showing differences in pre-production prototypes.

**AviO #4 (1994)**: contained an excellent article on Su-7, with a lot of stuff on weapons load, including nukes.

**Aviatsionniy Sbornik. The Nauchno-memorialniy Muzei im. N.E. Zhukovskogo** at the TsAGI began putting out its own small aviation historical journal in 1993. This is mainly coverage of pre-WW2 Russian aviation subjects, and quite frankly, it is badly outdone by the commercial/enthusiast publications now appearing in Russia.

**AeroPlan** Published by Izd. Biuro AeroPlan, (Firm Krasiko), Respublika Byelarus 220012, g. Minsk a/ya 129. This is a magazine of Byelorussian aviation modelers and hobbyists; Russian language. It is not limited to hobby stuff, and there is a fair amount of research material in each issue.

**AeroPlan #3 (1993)**: Pod Krylom Samoleta by A. Nikiforov, part 5. A continuing series on modern aircraft weapons. This one covered basic AAM terminology and coloring information of standard AAMs. This series was supposed to provide an article with drawings on Soviet tactical nuclear free fall bombs, but I have not seen this issue. Anyone out there have it? This issue also had scale plans in 1/72 of Su-27M, scale plans (inc. cockpit interior drawing) of La-15 fighter.

**AeroPlan #4 (Dec. 93)**: Includes scale plan of MiG-31M, part 6 of aircraft weapons article covering air-to-surface missiles.

**AeroPlan #8 (April 94)**: A listing of modern Soviet aircraft tires (I kid you not) listing type and diameter. Drawing of MiG-21 weapons load (including spetsizdeliye, i.e. nuke). Article on Su-15 covering the first Korean incident. Good set of Su-15TM scale plans.

**AeroPlan #10**: Article on the ace Amet-Khan Sultan, and a good article by Sergei Burdin "Veteran nesotoyavsheysya voyny" on the Mi-24KhR chemical scout version of the Hind with details photos and some explanation of what all the bumps and bulges are for. Also a useful set of charts called "S tochnostyu do millimetra" giving basic technical dimensional data on post-war military aircraft to check scales of plans.

**Mir Aviatsiya**, 123479 Moskva, ul. Zhivopisnaya 30-4-27 Tel: 947-0633; 278-3138. This is an aviation historical journal founded in 1992. It has generally been the best researched of the new Russian avia-

tion journals, with particularly good articles on the 1950s. It has generally been weaker in coverage of 1960-80s aviation than Ukrainian journals like "Aviatsiya i Vremya".

**MA No. 2 (8) 1994**: A feature on the Soviet use of the B-25; part 2 on the history of Soviet parachutes and ejection seats; a history of the Tu-12; an interesting article on the Soviet Aggressor squadrons in Turkmenia in 1990 formed in response to US Red Flag and Top Gun type organizations.

**Aviatsiya Kosmonavtika**, 123060 Moskva, ul. Marshal Biryuzova 30-45, Press-tsenr VVS Tel: 095-194-8555. This magazine has resurfaced after having been cut off in 1994. The new magazine is thicker, but it is no longer the principal organ of the Russian Air Force although it still has some ties as is evident from its editorial address. The main focus now is on historical material for enthusiasts. It has begun running a long, multi-part series on world aviation in WWII. Coverage of modern Russian aviation is little or none. Of note, however, was Special Issue 9 prepared in conjunction with the Zhukovskiy museum in Moscow which is titled "Ilya Muromets v Boyax" and is a good account of combat operations of the Russian strategic bomber force in the First World war and Civil War.

**Vooruzhenie, Politika, Konversia**. This is an open journal of the Russian defense industry and MoD and is now being sponsored by the TransNational Bank. There have been reports that it will return to the "black" world, and recent issues have declined to the point that the cover is printed on a color xerox machine. Issues were on sale at the NIIP stand.

**VPK (3) 93**: Includes an account of NIIP and its associated SAM and interceptor radar programs such as the MiG-31 and the Buk/SA-11.

**VPK 1(4) 94**: Interesting article by Boris Bunkin on the S-300P/SA-10.

**VPK 4(7) 94**: This is a special issue on nuclear weapons done in conjunction with MinAtom. It includes an interesting article on the MIT design bureau and their missiles, and a view of future Russian strategic forces.

**VPK 1 (8) 95**: Several article on the WWII defense industry. Among the interesting tidbits is an article on the Shavyrin mortar bureau that indicates that the 1957 420-mm sp mortar was designated 2B1. Also includes a historical account of the Chelyabinsk tank plant through the BMP program, an overview of the GRAU and its programs through the present, and the first history of the Nudelman design bureau (OKB-16).

**Tseykhauz**, 103051 Moskva, a/ya 116. Tseykhauz is a relatively new Russian publication devoted to military uniforms, awards, and insignia. Publication has been very erratic, and only 4 numbers have been published to date. Quality is extremely good, with world class illustrations. The coverage usually is broad, with articles running in period from early Kievan Russia, through Napoleonic, to modern Russian subjects. There is usually, but not always, one article on modern Soviet/Russian subject.

**Tseykhauz (3-1994)**. Short article on insignia of the Strizhi aerobatic team. Russian generals uniforms from WW2.

**Tseykhauz (4-1995)**. Contains excellent article on shoulder insignia of Naval infantry and includes an illustration of naval infantry in Chechnya.

Steve Zaloga (SAFCH #864), 291 Hope St., Unit B-6, Stamford, CT 06906-1636, USA.



# TWO UNIQUE AIRCRAFT OF THE ROYAL HUNGARIAN AIR FORCE

Tadeusz P. Dobrowiecki

## Furricane

One of the basic reconnaissance types of the Clandestine Hungarian Air Force (1921-1938) was the Fokker C.V.D. biplane was manufactured at Sóstó near Székesfehérvár. By the late 1930s, this aircraft was outdated, and to maintain the production line a new streamlined fuselage was designed in 1938. This variant was called the Fokker C.V.D/U. While the new fuselage improved the speed of the aircraft by 10%, it also increased the weight of the machine and made for poor visibility so no further production was undertaken. Then, a third seat was added to the observer's compartment and the lower section of the fuselage was modified to carry long spare parts and material. With these modification, the aircraft was used as a 'flying workshop', operating out of Sóstó Air Base to various field sites. The aircraft's nickname, 'Furricane', came from the Hungarian verb 'furikázni' which means to commute and to deliver things. This aircraft received the serial F-102 in the reconnaissance series. (Ref. 2)

## Personal Ju-52 of the Hungarian Head of State

The Magyar Légiforgalmi Rt. (MALÉRT, originally Magyar Aeroforgalmi Rt, Hungarian Air Transport Holding Co.) bought its first Ju-52 aircraft between 1936 and 1941. Seven aircraft, three versions (3e, 4e, and 7e), were obtained. The first one (manufacturing no. 5600) was flown to Hungary from Des-sau by Ádám Krudy and Gyula Timár in 1936. It was a Ju-52/3mg4e, and had seats for only 8 passengers. But, it also had a conference room since it was it was to be used by the Head of State, Regent Miklós Horthy. It received civil registration HA-DUR and LUH serial S.1001. (In Hungarian, 'hadúr' means 'warlord', a title also used for the chief of the armed forces.) It also carried the name of the highest-scoring Hungarian WWI ace, Lt. József Kiss. Despite the civil registration, this aircraft was always in (clandestine) military service.

In 1938, #5600 was temporarily loaned to civil aviation where it carried civil registration HA-JUC. It was returned to the military (together with two other MALÉRT Ju-52) in June 1941, and given LÜH serial S.101. For some months it served in front-line service with the 102/1 Transport Squadron.

On 13 April 1942, all civil Ju-52s were impressed into military service. Those of Hungarian manufacture (armed Ju-52/3mg14e built by PIRT (Pestszentlőrinc Ipari Telepek - Pestszentlőrinc Industrial Workshops) received 'S' serials, while

the ex-MALÉRT Ju-52s received 'U' serials. S.101 thus became U-863. It was shot down by ground fire on 17 October 1944. (Ref. 1 & 3)

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- (3) N. Csanádi, S. Nagyvárad, L. Winkler: A magyar repülés története (History of Hungarian Aviation), 2nd edition, Műszaki Könyvkiadó, Budapest, 1977.

## Photos on page 34: (all photos from L. Jávör via author)

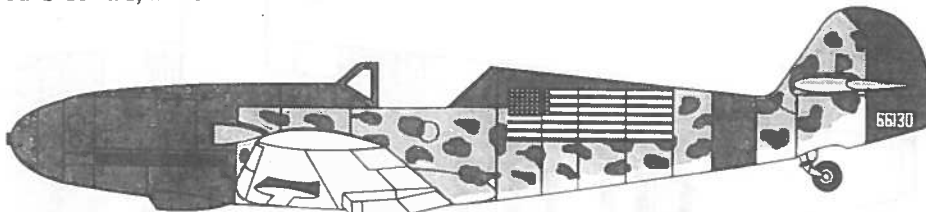
- a. HA-DUR, 1936-38. It is also mentioned in publications that LÜH number 1001 was painted on the tail, however, no such number is visible on the photo. Maybe the photo had been made prior to the assignment of the number?
- b. #5600 as HA-JUC, 1938-1941.
- c. One of S.101-103 enlisted in 1941. The chevron is almost invisible on the silver finish.
- d. As U.863, #5600 is seen in post-1942 markings.

## Drawings

- 1-2. Fokker C.V.D/U Furricane F.102.
3. Patches over serial.
- 4-5. Ju-52/3mg4e, #5600, as HA-DUR. Silver and black finish, registration in black, red-white-green strips on the tail, Hungarian coat of arms on the rudder.
6. Rudder of HA-DUR.
7. Side of HA-DUR with the name of the aircraft.
8. #5600 as HA-JUC with red-white-green MALÉRT rings on the fuselage (See photo c).
9. #5600 in military service as S.101. Possibly due to the air superiority on the Eastern Front at that period, the aircraft was not camouflaged. Position of serials assumed.
- 10-11. The last appearance of #5600 as U-863. Probably standard green/dark green German camouflage pattern.

Tadeusz P. Dobrowiecki (SAFCH #948), Somlói út 37/a, H-1118 Budapest, Hungary.'

Romanian Bf 109G painted in US colors and used to negotiate the release of Allied POWs. 1/72-scale Blue Rider decal BR303.

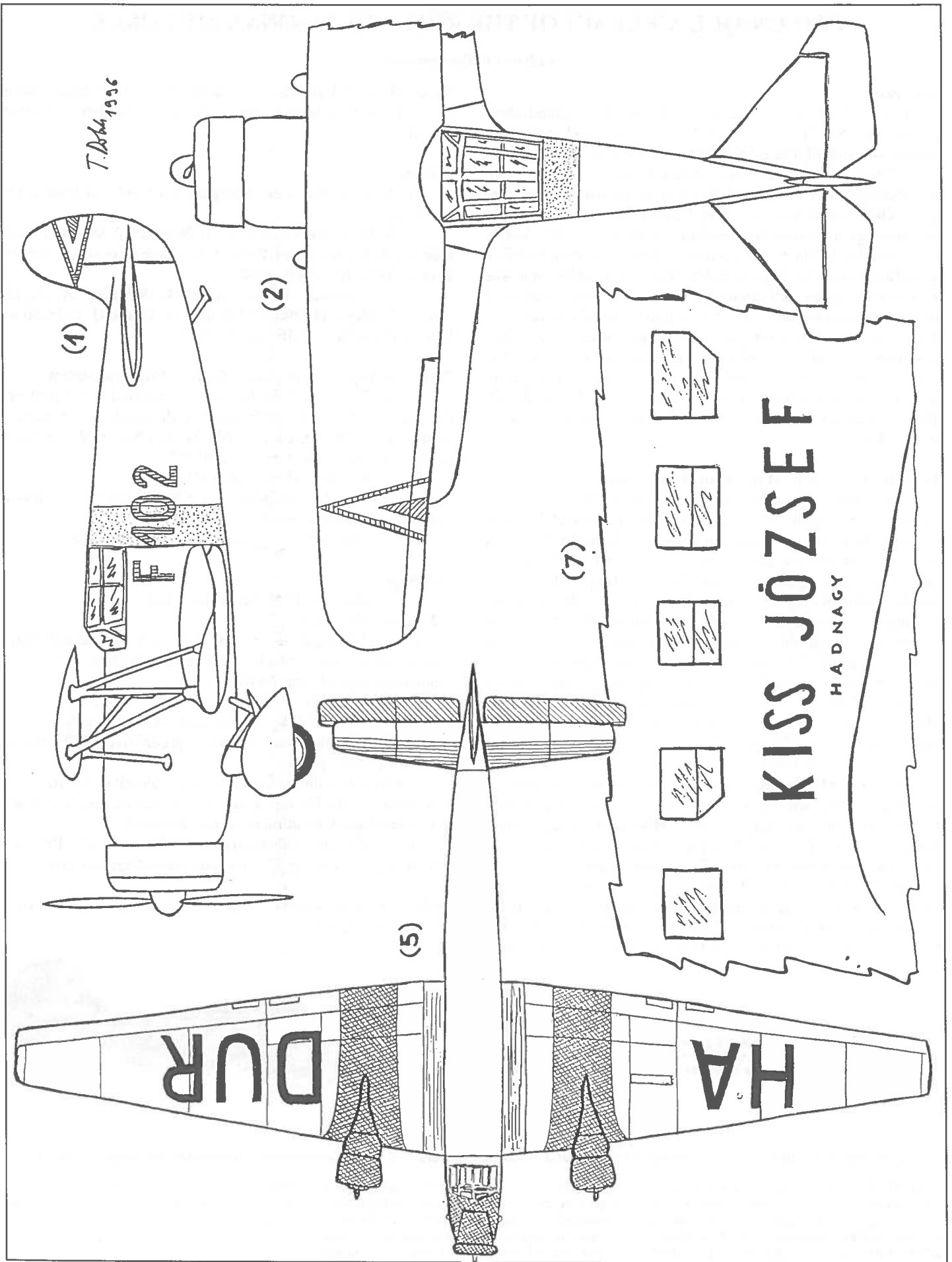


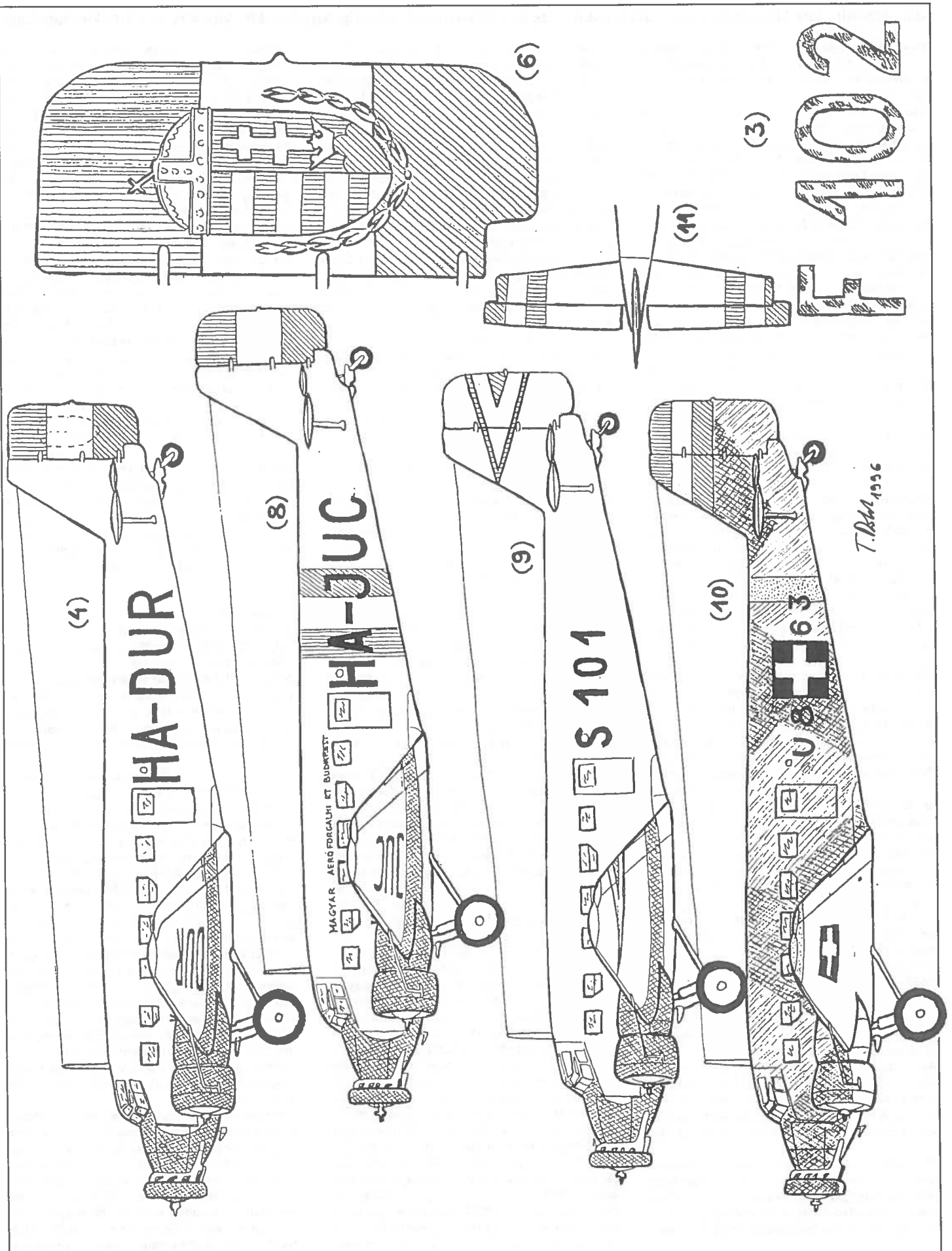
-miscellaneous-miscellaneous-miscellaneous-miscellaneous-miscellaneous-miscellaneous-miscellaneous-miscellaneous-

@BODYTEXT2 = "Operation Carthage: A limited-edition print has been released commemorating the 50th anniversary of the daring low-level attack by Mosquitos of 2TAF on Gestapo HQ Shell-House in Copenhagen, 21 March 1945.

The print run is limited to 600 numbered and signed by the artist and 7 airmen and 5 Danish Resistance members. Print size 51 is cm by 38 cm in color on high-quality archive-quality, acid-free paper. Price: DKK 650 pp. Unsigned prints are

DKK 250. DK-Giro no.119-5166." John Schou Nielsen, Kastanievej 1, 2800 Lyngby, Denmark.







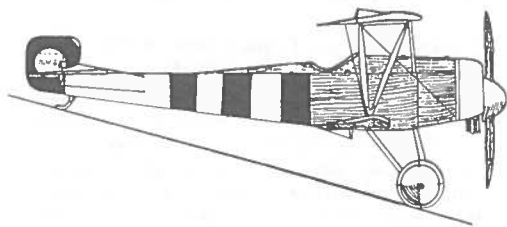
complete the decal sheet.

The 6 page instruction sheet (in both Danish and English) includes 1/72-scale 3-view drawings, exploded construction diagram with details on interior and cowling variations. Drawings and 13 photos show details and the placement of the markings for all 6 a/c.

Finally, the kit includes a finely-detailed cast-metal figure of a WWI Danish pilot. I have some reservation about the scale of this pilot who measures 2.8 cm from the soles of his boots to the tip of his helmet. This scales out to a gigantic 2.02 m (6 ft 7 in.). I know Vikings were supposed to be big and I would definitely raise the draw-bridge if I saw this guy coming, but he does look as if he would have trouble fitting into the tiny cockpit of the Aa. If placed beside the model, this figure will give an incorrect impression of this already tiny a/c.

In a letter that accompanied the review kit, our Danish friends explained that they were aware of the problems with the molding and hope to have some of these fixed in the production kits. With only marginal improvements, the DanePlane kit of the Nielsen & Winther Aa will become an outstanding kit. Even without improvement, this kit can be highly recommended to anyone wishing to add a colorful little scout to a collection of small-air-force WWI aircraft.

Review kit provided by DanePlane via WWI Aero.



**Broplan** vacuform kits with injection-molded small parts and decals. Janusz Brozek, ul. Pilotow 10G/33, 80-460 Gdansk, Poland.

Four new vacuform kits have arrived from Broplan. One is only the second Broplan kit in 1/48 scale; the Polish PWS-26 biplane trainer. In Broplan's more usual scale of 1/72, there are three Swedish a/c: a SAAB B-18A and B-18B, the radial and in-line engine version of the twin-engine bomber, and a He-5 open-cockpit, twin-float monoplane. Since all these kits are of similar quality, their general properties will be discussed here leaving specific details for below.

All these Broplan kits are molded on medium thickness white styrene with excellent definition and good surface detail. Broplan continues their recent innovation of including injection molded small parts such as engines, propellers, struts, etc. Instructions sheets are excellent with a clear exploded construction diagram, good 3-view drawings, and colors described by either FS595 or Humbrol equivalents. The decals are simple, but well done.

Until injection-molded kits of these a/c become available, but don't hold your breath until they are, the Broplan kits are an enjoyable way to add accurate models of these unusual a/c to your collection.

All review kit provided by Broplan.

**PWS-26:** Broplan MS32. If your planning on a collection of models of Polish aircraft from the September Campaign in 1/48 scale, you've probably already purchased the Spojnia kits of the RWD-8 and Lublin R-XIII and the LTD PZL P-11c. Now you can add the elegant PSW-26 biplane trainer.

The Broplan kit of the PWS-26 features a full interior, vacuform engine, and injection-molded small parts. Decals are provided for two a/c both with the Deblin training school in 1939: '81-20' black '61' in an overall silver with blue trim, and '81-185' white '79' in overall khaki.

The Broplan PWS-26 is a good 1/48-scale kit, but one that will require some vacuform experience to get the best results.

**SAAB B-18A S-18A:** Broplan MS-33. Continuing what will probably become a growing involvement with Swedish a/c, Broplan has released the second version SAAB's twin-engine, twin-tail bomber series. The B-18A (S-18A) is the version powered by P&W Twin Wasp 14-cylinder radial engines. The kit is a rather straight-forward design for a twin-engine a/c and includes full interior and a radar pod(?) for the reconnaissance version. While the peculiar offset canopy is clear and well molded, the nose transparency is a gem - deeply drawn without a sign of thinning or wrinkling. Decals are provided for two a/c: B-18A yellow 'E' of F1 Wing at Vasteras and S-18A white '59' of F11 Wing at Nykoping. Both a/c have olive green (FS 34066) upper surfaces and blue gray (FS 36152) lower surfaces.

Since the Broplan B-18A is probably the only kit of this attractive bomber you'll see for a long time, it is a good thing that it is such a good kit. This kit is an absolute requirement for inclusion in any collection of Swedish a/c and is highly recommended for any collection of twin-engine bombers.

**SAAB B 18B:** Broplan MS-34. This kit is identical to that of the B-18A except for the replacement of the sheet with the radial engines for one with DB 605B 12-cylinder liquid-cooled engines, and new sprues of injection-molded small parts with different propellers. The decal sheets are exactly the same since they include markings for the B-18A, S-18A, and the A-18B. Two A-18A aircraft are covered: red 'J' of F7 Wing at Satenas and red 'B' of F14 Wing at Halmstad. (The same decal sheet was used for the T-18B reviewed in the last issue of SAFO.)

I'm sure the arguments will gone for a long time about which was the better looking SAAB bomber, the radial, air-cooled PW engined T-18A or the liquid-cooled, in-line DB engined T-18B. You had better build one of each so you can speak with authority on your choice.

**Heinkel HE-5/T Hansa (S-5C/5D):** Broplan MS-352. For those of us who are partial to the a/c of the between-the-wars period, the Heinkel monoplane floatplanes hold a special place in our imaginations. Now, Broplan has released a kit of the He-5/T which served with the Swedish AF as the S-5C and S-5D. (These versions differ only in that C used a 2-bladed propeller and the D used a 3-bladed propeller.) This is an excellent kit that would make a good introduction to vacuform modeling except for the complicated float struts. Even here, the competent modeler should be able to construct a jig that makes assembly fool proof. (By the way, there a mistake in the float struts in the construction drawing. It's not hard to figure out, but it is confusing until you do figure it out.) The decals were missing from the review kit, but the instruction sheet illustrates two a/c: S-5C black '78' of F2 Wing 1937 and S-5D yellow '56' also of F2 Wing but in 1940. Both a/c are olive green (FS 34086) over blue gray (FS 36152).

In SAFO #55, we carried an article, in our informal "Dog Fight Double" series, on a Swedish Heinkel

S-5A that shot down a Luftwaffe He-111P. While it is possible to convert a S-5C to a S-5A, don't bother. You will see in the letter below that Broplan will be releasing a S-5A later this year. However, I hope you don't sit around on your hands waiting for it; the S-5C/D is too good a kit to pass up.

"I have just about finished two new kits: 1/72 Lublin R-VIIIbis (Lorraine Dietrick engine) and Lublin R-VIIIter (Hispano Suiza engine). I've begun work on the next version of the He-5/T, the S-5A. Also planned for this year are a 1/48 PZL P-7a, 1/72 PZL P-1 (3 versions of prototype - 3 kits), and maybe a 1/48 TS-8 Bis and 1/72 Farman Goliath.

"You will notice that I am doing more Swedish a/c lately. The Swedish modeling market is bigger than the Polish market, so these kits are more profitable for me. Besides, Swedish airplanes are very interesting. I am thinking about doing a Swedish AWACS - the Fairchild Metro III with radar.

"I am hoping to do an injection-molded kit this year. I am currently searching for a source of resin for making the molds. If I can find a suitable material, my first injection-molded kit will be the PWS-33 Wyzel.

Janusz Brozak (SAFCH #1297), Ul. Pilotow 10G/33, 80-480 Gdansk, Poland.

**DH-9 Conversion Kit, 1/72-scale vacuform fuselage with cast-metal parts.** Delta Bits, DB5004. Delta Aviation Publishing, 38 Hawksley Ave., Hillsborough, Sheffield, S6 2BE South Yorkshire, England. £ 5.00 plus postage.

The de Havilland DH-9, in either its -9 or -9A version, saw a great deal of use after WWI by a number of small air forces. (I haven't had time to sort out who used which version. SAFO article, anyone?) The more attractive, but less successful member of this pair, the DH-9 is the subject of this deceptively simple-looking conversion kit by Delta Bits. Designed for use with the Airfix DH-4, this kit consists of vacuform fuselage halves and 9 cast-metal parts (engine, propeller, Lewis and Vickers machine guns, 2-part Scarff ring, radiator, and alternate exhaust stacks.). The molding of both the plastic and metal is flawless, so the quality of the completed model will depend on how much work you put into it.

The instruction sheet consists of side- and a split-plan-view drawings, a sketch of the areas to be opened up for the two cockpits and engine bay, and a verbal description of the construction steps. I would like to have seen some sketches of the interior arrangements, if only the locations of the floor boards, seats, instrument panel, and firewall. I also miss any information on possible color schemes. These are probably available in the references cited (Scale Models, October 1975 and Aviation News, Vol. 12, No. 14), but these are no in the SAFCH files. Also, coming from a manufacturer of decals, the absence of decals is curious. At the £ 5.00 plus postage price, I would think that a small decal sheet could be thrown in.

If you have some interesting schemes for small-air-force DH-9s in your files, along with an unbuilt Airfix DH-4 and the appropriate Blue Rider decals, this is a conversion kit you will need.

Delta Bits have several other interesting conversion kits: DB72-001, a Yugoslav Fury conversion, and DB-72-003 a MiG-21F nose. Also, they are listing several new decals: DD72-003 Portuguese AF, DD72-005 Croatian AF, and DD48-001 Cuban AF. They are looking for retail and trade outlets around the world, particularly in the Far East. Review kit provided by Delta Bits.





**WWI Belgian Aeronautique Militaire, BR236.** £ 3.50. With this 14 cm by 19 cm sheet, you will be able to add 5 Belgian a/c to your WWI collection. National insignia and markings are provided to do all of the following. Sopwith Strutter 'Flying Fox'; Nieuport 11 'Vampire'; Nieuport 26 'Fox Trot'; Nieuport 11 of 'Comet' Escadrille, and an LVG C.VI. The Sopwith is finished in PC12 dope, the first two Nieuports are drab khaki, and the third is doped aluminum. The LVG has varnished plywood fuselage and 5-color lozenge fabric on upper and lower surfaces of the wing. This lozenge decals will have to be obtained from a different source.

**Slovak Aviation 1939-43, BR238.** £ 3.50. When Blue Rider's previous sheet on Slovak aviation (BR220) first came out, I was disappointed to report that the Slovak double-cross national insignia had the colors reversed. To Blue Rider's credit, they acknowledge this error on this new sheet: "This sheet corrects and complements our earlier set on Slovak Aviation, where we inadvertently printed our Slovak roundels with the colours reversed!" Such candor should be much more frequent in the world of decals. Beside correct roundels of an Aero A.100 and Fw-58C 'OK-HLM', this 14 cm by 17 cm sheet includes the Slovak roundels and German crosses to make the Avia B-534 illustrated in earlier issue of SAFO.

**Phoenix D.I and D.II Flik Markings, BR239.** £ 3.50. This 14 cm by 18 cm sheet contains national insignia, serial numbers, and personal insignia for 3 Austro-Hungarian Phoenix D.I. Additional serial numbers and personal insignia are provided for 6 other Phoenix D.I and D.II.

**US Bf-109G, Rumania, August 1944, BR303.** £ 2.00. This small (14 cm by 5 cm) sheet provides the markings for the Bf-109G that, after the Romania surrender, was flown to Italy the Romanian ace Capt. Cantacuzino with LtCol USAF Gunn as passenger to arrange for the speedy release of Allied airmen from PoW camps. The a/c had its canopy removed to make room for the passenger and it was marked with large US red-centered stars on both surfaces of the wings and an elongated US flag on the fuselage. A model in these markings would stand out in a gaggle of Gustavs.

**LVG C.VI in Civil Colours, BR407.** £ 2.80. Markings are provided for two civilianized LVG C.VI: (1) Belgian airline SNETA used 'O-BAHU', and Deutsche Luftreederei (DLR) '30'. Both a/c had varnished plywood fuselages and 5-color lozenge fabric on upper and lower surfaces of the wings and tail. Also, both a/c retained their German crosses.

**Spanish Air Force 1939-1960, BR408.** This 20 cm by 9 cm sheet provides the markings for three Spanish a/c: (1) A de Havilland Tiger Moth '30-107' from 1939 in Civil War markings consisting of a cross of St. Andrew on the rudder and black and white stripes on the wings. (2) An He-111 (CASA 2.111B.1) '31-4' in standard splinter camouflage of brown, green, and light grey with pale-blue lower surfaces red-yellow-red roundels. (3) He-111 (CASA 2.111B.21 with Rolls Royce engines) '25-25' in light grey upper surfaces and pale blue under surfaces and red/yellow/roundels. An excellent sheet to have around just in case somebody comes up with a kit to convert the He-111 to Rolls Royce engines.

**Kampuchea/Cambodia Air Force 1989-1992, BR409.** £ 2.80. Here's a sheet (13 cm by 10 cm) based entirely on an article that appeared in SAFO

#74. The differences in the Two different styles of the Angkor-Wat-temple insignia are capture faithfully. Insignia and a/c numbers are provided for 4 MiG-21bis: '7117' of the Peoples Republic of Kampuchea Air Force and '7110', '7121', and '7121' of the State of Cambodia Air Force. All a/c are finished in light grey overall.

**Lockheed P-38L Lightning in Yugoslav Service, BR410.** £ 2.80. 13 cm by 9 cm sheet provides for two color schemes for a 15th Air Force USAAF P-38L-5-LO that forced landed in Yugoslavia in early April 1945. The pilot returned to his unit, but the Lightning stay in Yugoslavia. At first, this a/c retained its red-bordered white tail bands and the only change was to paint over the white star in the national insignia with red. In July 1945, full Yugoslav markings were applied and the tail bands removed. This decal sheet provided full a set of markings to make either of these versions.

**Slovene 15 Brigada (Army Aviation), BR809.** £ 2.80. With this small (13 cm by 8 cm) sheet, Blue Rider returns to states of the former Yugoslavia with markings for Slovenian Bell 412EP 'S5-HMB' 'Maribor', Bell 206B-3 jetranger 'S5-HKM' 'Kralj Matjaz', and Pilatus PC-9 'S5-DPI' 'Pitan'. The two helicopters are camouflaged in dark green and chocolate brown, while the Pilatus is finished in white and orange-red. This sheet complements the earlier Blue Rider sheet (BR801) on the Slovenian AF.

**Blackhawks, CD004.** £ 3.75. Despite the CD004 number, this is the second in Blue Rider's Comic Designs series devoted to (purposely) fictional decals. This 2-sheet set should appeal to any American modeler over the age of fifty since it is based on the popular DC Comics series WW2 Air Aces. These old timers will recall with nostalgia the Grumman F5F-1 Skyrocket of the Blackhawk Squadron with its mid-blue fuselage and bright red wings, fins, and rudders. The decals allow construction of three versions of the Skyrocket (1943, 1943/44, or 1944/45). The other a/c on the sheet is a C-47 of Blackhawk Airways Inc. from March 1948. This a/c is natural metal overall with titles and Blackhawk insignia on fuselage and tail. [Editor's Note: I was surprised at the popularity of CD001, so order these quickly from SAFO or you'll have to write to England for them.]

**Kanga Decals (Ukraine).** Several new Kanga decals have arrived from Ukraine. However, since Gus Morfis' review printed below applies equally well to these new sheets a will restrict my comments to a list the specific contents of each sheet. Considering the good quality, large size (14 cm by 18 cm), and ridiculously low prices, these sheets are remarkable buys.

**Martin B-26 Marauder, 72-013.** \$3.00. Markings are provided for three 9th Air Force Marauders: 598 BS, 397 BG, s/n 296165 'SB-T' in natural metal with invasion stripes and shark mouth, 1945; 533 BS, 386 BG, s/n 131600 'AN-U' 'The Mad Russian', 1943; and 440 BS, 319 BG, s/n 134895 yellow '76' 1943 - the latter two are in olive drab and neutral gray.

**MiG-21, 72-014.** \$3.00. Soviet MiG-21SM Choirn-2 airfield, Mongolia, 1989 (a.c. of squadron commander was painted black overall); Soviet MiG-21SM Chuguev airfield at Kharkow High Air School, Ukraine, 1989; Ukrainian MiG-21bis at air show commemorating the 50th anniversary of the

5th Air Army, Odessa air field, black Sea, 1992; MiG-21F 921 Sqn, 2nd Company, North Vietnam AF flown by future-Cosmonaut Fam Tuan, with 8 kill markings; MiG-21bis Finnish AF; and MiG-21MF of united Germany.

**MiG-15bis, 72-015.** \$3.00. (1) Sqn commander National Korean Army of Liberation (NOAK) Van Khai, July 1953, 11 victories (natural metal '2249'); (2) Col Eveny Pepelyayev, 19 victories, Korea 1951 (natural metal red nose '925'); (3) Maj A. Boitsow, 16 Istrebitelny Aviatsonny Polk (IAP - Fighter Regiment), Korea, 1953, 10 victories (camouflaged '03'); (4) Capt N. Vorobyow, 177 IAP, Korea, December 1950 (natural metal '40'); Capt Mi-Laushkin, 176 Gvardejski Istrebitelno Aviatsonny Polic (GIAP = Elite Fighter Aircraft Regiment), Korea, January 1952 (natural metal '758'); Maj Rumin, 177 IAP, Korea, March 1951, 10 victories (natural metal '20'); Capt K. Syoma, 1st Sqn, 535 IAP, Korea, 1953, 3 victories (camouflaged '931'); Capt N. Ivanov, 726 IAP, Korea, July 1953 (camouflaged '502'); Maj A. Karelin, 351 IAP Korea, February 1953, 5 victories (natural metal '300'); Maj I. Golyshevsky, 351 IAP, Andun, Korea, 1953 (camouflaged '546'). All a/c carry North Korean roundels except (8) which carries the Chinese insignia. Of the camouflaged a/c, (7) & (8) carry the familiar tiger-stripes in stone (FS 22648), dark olive green (FS 24098), & black, (10) has a similar scheme except the black is omitted, and (3) is in a new-to-me camouflage pattern of broad bands of stone and dark olive green.

**MiG-19/F-6, 72-016.** \$3.00. Soviet Anti-Aircraft Forces (PVO), North Region Zapoliarye, 1964; Soviet experimental pilot group, 1959 (red upper surfaces); F-6 of Albanian AF, Rickas airfield; Egyptian AF, June 1967; F-6 23 Sqn Pakistan AF; F-6 19 Sqn Pakistan AF (camouflaged); two Chinese F-6 (one camouflaged).

**MiG-15UTI, 1/72-scale decals.** Kanga (Ukraine). 52-016. \$3.00. Soviet Training Air Center, Kaluga, Vorotynsky airfield, 1976; a/ piloted by Y. Gagarin (the first Cosmonaut) and V. Seryogin on their last flight which ended tragically on 27 March 1968; Guinea AF, 1978; Mongolia AF, 1975; Finnish AF; 6 Sqn Sri-Lanka AF; Tanzania AF.

"I just received two sheets of decals directly from the Ukraine. Although the instruction sheets were missing, I would like to report on the quality of the decals.

The Lavochkin La7 sheet, by ABRICO measures 2 in. by 5 1/2 in. and is a beautiful piece of work. Registration is right on. It includes buzz numbers for four different aircraft, 18, 27, 48 and 77. The red stars have a very fine white & red outline, there are two large ones and six smaller. I am not clear just how many airplanes this will serve, certainly one and possibly two. The sheet includes 'kill markings' in both red and white and some replicas of some medals. The sheet also includes a pair of triangular cowl markings (stylized arrowheads) and a pair of lightning flashes, all in red. As I said, a beautiful piece of work, but I sure wish I had the instruction sheet to reference everything to.

The Polikarpov I153 sheet, by AER SER of Moldavia, is 3 in. by 5 1/2 in. This is also a very nice sheet, but not quite to the quality of the ABRICO. It has the Finnish swastika, the Nationalist Chinese 'Sun' insignia, early German crosses for a captured machine, and enough red stars for two aircraft, one set of which has the early black outline and circle. There seem to be enough buzz numbers in white,

red and black to go with their respective national insignia. The letdown on this sheet is that the German black crosses bled into the thin white outline, I believe that the black ink was too thick. It is not too obvious, but it does take away a bit from the quality. Whether this will be objectionable in use upon your model, I do not know.

I cannot comment on the quality and adhesion of the decals in use on a model, but both have a lot more clear carrier than we are used to seeing today, and they will require considerable trimming.

Gus Morfis (SAFCH #3), 4709 Green Meadows Ave., Torrance, CA 905055507, USA.

**MiG-23 MF**, 1/48-scale decals. 48-005. HAD, Margo Tivadar ut 134, H-1182 Budapest, Hungary. Also: Georges Marton, 3 Away-Centre, Aywaille, 4070 Belgium.

This little, 8.5 cm by 6.5 cm, sheet provides national insignia, a/c numbers, and unit insignia for two Hungarian MiG-23: (1) Red '10' at Papa in 1989 in light grey overall with the former star national insignia, and (2) red '07' at Papa 1993 with the new chevron insignia and light brown/dark green upper surfaces with light blue under surfaces. The latter aircraft carries a wing badge on the fin and a squadron insignia on the air intakes. The instruction sheet gives side-view drawings of both a/c and a split-plan view drawing which requires the modeler either to guess at the camouflage pattern

on the starboard upper surface or to find additional references. While this may not be too difficult, it is unnecessary since there is enough space to include a full view of the upper-surface camouflage pattern and scrap views of the insignia placement on the under surface of the wings.

The quality of these decals is of the usual high standard of recent HAD products and this sheet is highly recommended to anyone into 1/48-scale blow-torches.

**Mil Mi.4 Hound & Sukhoi Su.27 Flanker.** 1/72-scale decals. DLC-4. Model-Aire International, PO Box 159, Olema, CA 94950, USA. \$5.00. Model-Aire International of Olema, California, is cooperating with Arnis Model Centrum of Riga, Latvia, to make "Latvian" decals more readily available to US modelers. [Editor's note: The SAFCH Sales Service carries an extensive line of "Latvian" decals.] MAI combines two sets of decals into one package and adds an expanded, English-language instruction sheet. Set DCL-4 provides drawings for 4 Russian Flankers (Flankers B red '14' & 'red '41', Sea Flanker blue '36', and Flanker C blue '63') and two Ukrainian Flanker Bs (blue '36' & 'red 41'). The decal sheet provides national insignia for one Russian and one Ukrainian a/c, the '14' & '36' which can be turned around to produce '42' & '63', but only enough other markings (Sukhoi emblems, instrument panel, intake warning stripes, and stenciling) for a single machine. The instruction sheet

shows the camouflage schemes and gives FS595 equivalents, but it does not show the location of the stencilling. The other sheet provides drawings and decals for 2 Russian Hounds (an all white Aeroflot machine with red crosses and a camouflaged aircraft red '17' on floats) and one Finnish machine ('HR-2' with squadron emblem).

These decals are sharply printed with excellent registration. Considering that you can completely decal 2 Flankers and 4 Hounds with this set, it's a good bargain for \$5.00.

Review decals provided by MAI.

**Polikarpov Po.2 & Yakovlev Yak.6.** 1/72-scale decals. DCL-3. Model-Aire International, PO Box 159, Olema, CA 94950, USA. \$5.00.

This set provides drawings and decals for 3 Yak-6 (bomber yellow '29'; a shark-mouthed, liaison white '12' serving with a French unit; and an all white ski-equipped transport red '17'). Five Po-2 are provided (a bomber with a Polish unit white '46'; a ski-equipped liaison with a Polish unit yellow '11'; a night bomber used by the all-women "Night Witches" yellow '11'; an ambulance with two wing-mounted personnel pods yellow '15', and an ambulance with an enclosed rear fuselage yellow '5'). The decals provide 8 red stars, 4 red crosses, 2 Polish chessboards, and all numbers. Once more a good bargain considering all the models that can be finished with one set of these decals. Review decals provided by MAI.

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"Regarding Jack Ilfrey's story of landing his P-38 in Portugal [Editor's Note: See article elsewhere in this issue], I was happy to read that several persons had taken photos of Jack's a/c on the ground at Madrid's airport. In the Portuguese AF files there is only one photo of a P-38 and it is of the other P-38 with Portuguese markings and a two-color camouflage on upper surface. Hope something turns up.

"On another subject: I am interested in corresponding with anyone having interest in the participation of the SAAF and Rhodesian AF in Angola and Mozambique between 1961 and 1975. I know there was a SAAF task force using Alouette IIIs to carry Portuguese marines and commandoes to combat zones. I also found a photo of a FAP AL III, number 9286, in the north of Mozambique. This a/c was later captured by Rhodesian according to the book 'African Military Aviation'. Does anyone know where I can get a copy of this book?" Carlos Oliveira (SAFCH #1366), Av. Carolina Michaelis 1, 4 Dto, 2795 Linda-a-Velha, Portugal.

"You asked, in SAFO #76, if the Klemm 25s had been used by a small Air Force. I can report that LN-EAG, c/n 1059, was used by the Norwegian Army Air Force from 9 April 1940 until it crashed on 8 June as it was being evacuated to Finland. During this time, it was used extensively as a trainer and hack, following the retreating Norwegian units all the way from Oslo to Kirkenes. No attempt was made to camouflage the aircraft and it never received military markings or registration. It continued to carry standard civilian markings and trim. "If it had not turned over while taking off for Finland, it would probably have gone into Finnish service, as did the other Norwegian aircraft that escaped to Finland."

Knut Erik Hagen (SAFCH #903), Stamhusveien 67, N-1181 Oslo, Norway.

"Some comments on Croatian MiG-21s (SAFO

#69): (1) MiG-21bis '101' flown by a defecting Yugoslav AF pilot to the Pula AB on 4 February 1992, was most definitely NOT the first aircraft in the newly-formed Croatian Air Force. No less than 42 aircraft had been used by the Croatian Armed Forces in 1991. These were the agricultural and sporting planes Croatia had no military aircraft at that time. These planes flew mostly in the transport, recce, and liaison role, while several An-2s, Pipers, a Cessna 188, and one Air Tractor served as light bombers using home-made bombs and mortar grenades. (2) '101' carried no personal or squadron insignia. (3) in the article, '102' and '103' switched names; '102' is Osvetnik Dubrovnik, while '103' was Osvetnik Vukovara. (4) The MiG-21bis lost in 1993 was the '103'. It was destroyed by a Kub-M (SA-6M) missile, returning from an attack upon the Luna-M (FROG-7) sites near Vrginmost, south of Zagreb. By the end of 1995, Croatian MiG-21 losses amounted to four machines: one crashed (shot down?) in 1992, one in 1993, one crashed on a training flight in April 1995, and the last being shot down in May 1995. (5) Regarding '101' & '103', the drawing published is incorrect; please refer to the enclosed 1/72-scale drawing of the MiG-21bis nose.

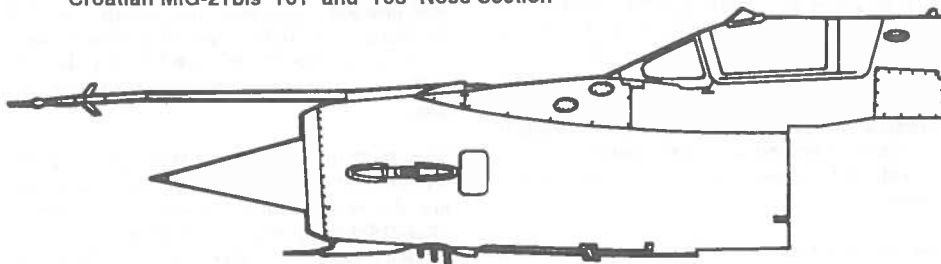
"MiG-21 Colours: (1) Light grey FS595 36373 overall, with olive drab FS595 16165 nose cone and dielectric panels. (2) Osvetnik Dubrovnik emblem: white, red, yellow (St. Blaise's face and hands, scepter and cloak details), black, inscription: dark blue

(3) Osvetnik Vukovara emblem: white, red, yellow, tan, black; inscription: dark green. (4) Squadron insignia (1st Fighter Squadron) were on port side of the nose only. (5) Zmaj Depot emblem is white upon the olive drab background (not blue, as mentioned in the article).

"I shall conclude this letter with a plea for help. I am working on the Croatian a/c colour schemes, 1991 onwards. The idea is to cover each colour scheme, and each change in scheme. That means, not only do I have to cover all the types in service, but also each particular aircraft in use from August 1991 to late 1992 forty-five of them in all (standard schemes were not introduced until early 1993). I also have some material about Slovenian, Bosnian and Serb ('Krajina', Bosnian and current Yugoslav) aircraft, which are to receive the same 'treatment'. The problem is not the colours and schemes as such I've climbed most of these

(Continued on page 26)

Croatian MiG-21bis '101' and '103' Nose Section



# THE IMPERIAL ETHIOPIAN AIR FORCE 1946-1961

Jan Forsgren

[Author's note: As outlined by Lennart Andersson in SAFO #73, military aviation in Ethiopia began in 1929 with the delivery of 6 Potez 25A2s and a few transport aircraft. This meagre force could do little or nothing against the Italian invasion in 1935/1936. This article concerns itself with postwar military aviation in Ethiopia and the "Swedish connection."]

## The Birth of an Air Force

When the Italians invaded Abyssinia (Ethiopia) in October 1935, the Swedish Red Cross sent a mobile hospital, several ambulances, and an aircraft to be used for medivac flights. The aircraft, a Heinkel HD 21 with the registration SEACY, wasn't exactly state of the art; it had three seats in a row and, therefore, couldn't carry a stretcher. The Heinkel was withdrawn from use in December 1935 and it was replaced by a Fokker F.VII donated by the British Red Cross.

The pilot and owner of the Heinkel was the Swedish count Carl Gustaf von Rosen. He had volunteered to serve as an ambulance pilot during the war, and managed to build up a good personal relationship with the Emperor Haile Selassie I. As we will see, this relationship was to be of some importance after the end of WW II.

With the liberation of Ethiopia by Commonwealth forces, mainly South Africans, the country regained its independence. The importance of air power during the Abyssinian war had not been lost to Haile Selassie I. This lesson was reinforced when the RAF, in September 1943, crushed a rebellion in Tigray province (present-day Eritrea).

## The Swedes Arrive

A flying school was started in Addis Abeba in September 1944 with US and British assistance. The Commander was Colonel John Robinson, who had previously served with the all-black 332nd FG in Italy. Equipment consisted of 2 DH-82A Tiger Moths, probably from RAF stocks in Egypt. Just after the war, 2 Cessna UC78 Bobcats were delivered from the USAAF. It was assumed that this school was to train pilots for both a future Air Force as well as for Ethiopian Airlines.

Negotiations with the Swedish airline ABA, Aktiebolaget Aerotransport, for help in the formation of an airline had been going on for over a year. The main negotiator for ABA was Carl-Gustaf von Rosen, who was a pilot for the airline, and Ture Bielkegård. However, in late 1945, a contract was signed between the Ethiopian Government and the US airline TWA. Confronted with the TWA contract, von Rosen was then offered the job of "Principal Instructor and Director of the Imperial Ethiopian Air Force" with the duty to help establish an Air Force. Somewhat dismayed, von Rosen, nevertheless, accepted the offer. As he was clearly going to need official Swedish support, von Rosen asked the Swedish Air Force Commander-in-chief, General Bengt Nordenskiöld, if the Air Force could help, both with personnel and aircraft. The response was rapid and, in early 1946, von Rosen and 13 men, all seconded from the Swedish Air Force, travelled to Ethiopia. Their first job was to re-establish the flight school, which had led a somewhat shadowy existence with very few, if any, students being examined as pilots.

As both von Rosen and Colonel Robinson now held the

same position, this led to an unfortunate incident on August 21, 1947, when von Rosen, after a row between the 2 men, fired Robinson as chief of the flight school. Robinson immediately responded by attacking von Rosen with his fists. Von Rosen received a concussion and a few broken ribs. In the end, John Robinson fared the worse; in the following trial he was formally dismissed from the Imperial Ethiopian Air Force. Robinson remained in Ethiopia and was killed on 12 March 1954 when his Stinson L5 crashed on take off at Old Airport, Addis Abeba.

The reestablished flight school had, in 1946, 100 Ethiopian students. Of these, 24 would be chosen as pilots with the rest becoming technicians and other ground staff. The common language between students and teachers was English which probably led to difficulties for both camps. The flight school was at first based at Old Airport in Addis Abeba, but when Ethiopian Airlines established this as their main base, a new site had to be found. The new base was located at Harar Meda, near the city of Bishoftu about 45 kilometers south of Addis Abeba.

## The Trainer Question

A replacement for the few Tiger Moths, which were showing their age, had to be found. At first, the Klemm Kl 35D, Sk 15 in the Swedish Air Force, was considered, but rejected due to its mixed wood/metal construction and its advanced age. In addition, as a German-built aircraft, spares problems would most likely be forthcoming. Another alternative was Ryan and/or Fairchild primary trainers from the USA which were available in large numbers. The main concern was that these had to be completely overhauled before delivery. This, coupled with costs of shipping the aircraft from the USA, ruled out any such purchase. The final decision was between the DHC-1 Chipmunk and the Saab 91A Safir. The outcome was that 5 Safirs were ordered by the IEAF. The main reasons for this was that the Safir was considered more advanced than the Chipmunk. For instance, the Safir had a retractable undercarriage and seated 3, which meant that it could be used for training radio operators. The first four Safirs, IEAF serials 101 to 104, were delivered in December 1946. A fifth Safir, 106, was used by von Rosen for a spectacular record nonstop flight between Stockholm and Addis Abeba in May 1947. Unfortunately, this record aircraft was written off in early 1949, when a Hungarian pilot crashed fatally. (During WW II, this pilot had been the personal pilot of the Hungarian head of state, Admiral Horthy.)

## The IEAF's Infrastructure and Organization

Carl-Gustaf von Rosen planned that an Ethiopian Air Force would consist of three squadrons and a flight school. One bomber (or more precisely attack), one fighter and one combined reconnaissance/transport squadron would be formed. As bombers, former Swedish Air Force Saab B 17As were to be acquired. This type was about to be phased out of Swedish service, and was, therefore, available immediately. For the fighter squadron, FFVS J 22s would serve as Ethiopia's first fighters. Since these two types had the same engine, the Pratt & Whitney STWC3 radial engine, the problem of engine maintenance would be simplified. No J 22s were delivered, however. For the transport squadron, 2 Avro XIX srs 1 were bought from England.

For both economic and practical reasons, the flight school and the bomber squadron were organized first. Carl-Gustaf von Rosen knew that the future IEAF would have to be organized according to what would later be called COIN: the most important duty of the Air Force lay was in policing and light attack. For this, the Saab B 17A fit the bill perfectly, being cheap, easy to maintain, and readily available in large numbers.

The first batch of 16 B 17As were delivered in November 1947. On November 13, the flight school was officially inaugurated. On this date, the IEAF consisted of the 16 B 17As, five Safirs, 4 Tiger Moths, 2 Cessna UC78s, and one Avro XIX. A Swedish Bristol 170 Freighter, SE-BNG, which had been used to ferry mechanics and spares to Ethiopia, crashed on its return flight to Sweden. The aircraft crashed near Scala in Italy. Sadly, 22 were killed.

The main base was Harar Meda, but this was followed by bases at Jijiga, DireDawa, and Asmara. The number of aircraft expanded as well, with a further 30 Saab B 17As being delivered in 2 batches in 1950 and 1953/54. One more, s/n 322 was built from spares in Ethiopia. Some B 17As were also modified in Ethiopia as Sk 17As, i.e. training aircraft. This was initiated to lower the high attrition rate. For the flight school a further 43 Safirs were acquired.

England supplied 9 used Fireflies, 8 FR 1s and one T.2. These were delivered in 1951/52, and equipped the Attack squadron based at Harar Meda. 14 more Fireflies, 9 FR 1s, 3 T 1s and 2 T 2s came from Canada in 1954. Of these, only 10 were put into service with serials 610619. These were used by an attack squadron based at Asmara.

That the attrition rate of the IEAF was high during the 'fifties is shown in a Swedish military report dated 11 July 1956. In the report, only 23 Saab B 17As, 12 Fireflies of all marks, and 18 Safirs are listed as being airworthy.]

### **The Swedish Personnel**

The number of Swedes serving in the IEAF increased from 22 to 143 in 1956. The Swedish Air Force personnel who served in Ethiopia were usually temporarily discharged. They then signed a contract to serve in the IEAF for two years. Many stayed longer, with the record being 15 years. It is an interesting fact that Bengt Nordenskiöld proposed that Ethiopian pilots could serve in the Swedish Air Force on an exchange scheme. At least one did, serving at F 14 in Halmstad only to be killed when his Vampire crashed.

It is notable that every Commander-in-chief of the I.E.A.F. between 1946 and 1961 was Swedish. At first, von Rosen was Commander, but as several aircraft were lost in crashes the Ethiopian authorities, the Ministry of Economics and the Imperial Chancellery, requested a professional officer from Sweden to lead the Air Force. Other problems prevailed as well. Carl-Gustaf von Rosen had trained as a civilian pilot during the early 1930s, and only served in the Swedish Air Force for a short time in 1944 with the official rank of Furir, i.e. staff sergeant. As he hadn't had any real military flight training, the Ethiopian opinion was that a professional officer was better suited to lead the Air Force. That said, Colonel Gösta Hård was recruited in 1950. He received the title "Chief Adviser Military Flying and Inspector of the Imperial Ethiopian Air Force". This move was not a good one, as Hård expected everything to be up to Swedish standard. He also had the bad habit of staying in his office most of the time. In reality, von Rosen was still commanding the Air

Force.

Hård was finally replaced by Colonel Christian Nilsson in 1955. It was during his service that von Rosen resigned from his post, mainly because of differences in opinion with Colonel Nilsson, but also because of constant haggling with Ethiopian authorities regarding the economics of the Air Force.

The final Swedish Commander-in-chief of the IEAF was Colonel Knut Lindahl who arrived in 1957 and held this post until 1961.

### **The US Involvement Begins**

An American MAAG had been established in Ethiopia during 1953 after the two countries, on May 23, had signed an agreement of military cooperation. Originally, this group was concerned only with the army and navy. (The latter had been established after the Ethiopian annexation of Eritrea in 1952.)

The Americans did not become directly involved with the IEAF until 1958, when the Ethiopians accepted an offer of technical assistance and aircraft. At first three T33As were delivered to replace the Saab B 17s. To provide more advanced trainers than the Safirs, North American T28s were delivered as well. For the training of both Ethiopian as well as Swedish personnel, an American Mobile Training Team was established at Harar Meda at the end of 1958.

Among the Swedes in IEAF, persistent rumors that they would be completely replaced by Americans had been heard since 1953. The US instructors stated that they simply didn't have the personnel or material resources to that, and that they considered the Swedish advisors vital to the Air Force.

But the US supply of aircraft to Ethiopia continued in 1960 with 12 NA F86F Sabres being supplied, one of which crashed soon after delivery. Some served with UN forces in the Congo during 1961-1962.

### **The Failed Coup d'Etat**

On 14 December 1960, the Ethiopian Body Guard revolted. They gave their reasons as their desire to bring democracy to Ethiopia as well as to end to the all-prevalent corruption. The Body Guard, which since 1946 had been trained by Swedish army officers, didn't receive any support from the regular forces. As Haile Selassie I was on a visit to South America, there was some confusion as to what to do.

Fighting erupted on the 15th between the Body Guard and the regular Army. The IEAF joined the fight the same day when both Saab B 17s and F86 Sabres made several attacks against the rebel positions in Addis Abeba. These attacks were repeated on the 16th. The decision to use the Air Force was made by its Commander, Knut Lindahl, together with the American advisers. It is not known if any Swedish or US pilots took part in these attacks.

What is known, however, is that on the 14th, only a few hours after the coup started, Knut Lindahl made a reconnaissance flight over Addis Abeba in preparation for air strikes. Oddly enough, no measures against the Air Force was taken by the rebels at the beginning of the coup d'etat.

The failed coup d'etat led to, amongst other things, the withdrawal of the Swedish personnel from Ethiopia. The Swedish Air Force stated that due to the lack of qualified personnel in the Air Force, there were simply no resources to maintain a presence in Ethiopia. They were getting cold feet as well. They did not want, at any cost, to have its servicemen

become directly involved in the internal political and military struggles of a foreign nation. The Swedish government, no doubt, shared this view.

The Saab 17s served in dwindling numbers until at least 1972, equipping an attack squadron, while the Safirs were still in service in the mid-eighties. (As an interesting postscript to Scandinavian sales of military aircraft, Finland sold 6 Valmet L90 Redigos to the fledgling Eritrean Air Force in 1994.)

Thanks to Lennart Andersson, Bo Ekberger, Carl-Fredrik Geust, Leif Hellström, and Ole G. Nordbø.

#### Valmet L-90

IEAF s/n	Date dld	Remarks
206	Feb 19 1995	c/n 022 P/i OH-VXF
207	Feb 19 1995	c/n 021 P/i OH-VXE
208	Jan 4 1995	c/n 020 P/i OH-VXD
209	Jan 4 1995	c/n 019 P/i OH-VXC
210	Apr 16 1995	c/n 023 P/i OH-VXG Could be 205
211	Apr 16 1995	c/n 024 P/i OH-VXH Could be 204

#### Saab 91 Safir

IEAF s/n	Date dld	Remarks
101	Dec 14 1946	c/n 91107 W/o pre 1958
102	Dec 14 1946	c/n 91108 W/o pre 1963
103	Dec 14 1946	c/n 91109 W/o pre 1958
104	Dec 14 1946	c/n 91110 W/o pre 1958
105	1947	c/n 91105 W/o pre 1958. P/i SE-AZH. This a/c had originally been sold to the Duke of Harrar in late 1946. It was seldom used, and was dld to the Air Force.
106	May 9 1947	c/n 91116 P/i SE-AZM. Flown nonstop by von Rosen StockholmAddis Abeba. W/o early 1949
107	Sep 4 1948	c/n 91134 W/o pre 1948
108	Sep 4 1948	c/n 91142 Preserved Air Force Museum Lidetta Airport, Addis Abeba.
109	Sep 4 1948	c/n 91145 To ET-AAN Jul 28 1961. Derelict at Addis Abeba by 1974.
110	Sep 4 1948	c/n 91146 W/o pre 1958
111	Sep 4 1948	c/n 91147
112	Nov 22 1949	c/n 91138 W/o pre 1958
113	Nov 22 1949	c/n 91141
114	Feb 8 1951	c/n 91129 P/i SE-BNM W/o pre 1963
115	Feb 8 1951	c/n 91102 P/i SE-AUP W/o pre 1958
116	Mar 7 1951	c/n 91127 P/i SE-BFW
117(1)	Apr 25 1951	c/n 91120 P/i SE-AZN W/o at Paris May 1 1951 on delivery
117(2)	Mar 11 1954	c/n 91287 W/o pre 1959
118	Mar 11 1954	c/n 91288 W/o pre 1958
119	Mar 11 1954	c/n 91289
120	Aug 9 1954	c/n 91300 P/i SE-XAK
121	Aug 9 1954	c/n 91301 P/i SE-XAL
122	Aug 9 1954	c/n 91302 P/i SE-XAM
123	Aug 9 1954	c/n 91303 P/i SE-XAN W/o pre 1963
124	Aug 9 1954	c/n 91304 P/i SE-XAO
125	Aug 9 1954	c/n 91305 P/i SE-XAP
126	Sep 6 1957	c/n 91240 P/i OO-SOM
127	Sep 6 1957	c/n 91241 P/i OO-SON W/o pre 1959
128	Sep 6 1957	c/n 91242 P/i OO-SOP
129	Sep 6 1957	c/n 91243 P/i OO-SOQ
130	Sep 6 1957	c/n 91244 P/i OO-SOR W/o pre 1959
131	Sep 6 1957	c/n 91245 P/i OO-SOV
132	Feb 1 1960	c/n 91385
133	Feb 3 1960	c/n 91386 W/o pre 1963
134	Feb 3 1960	c/n 91387
135	Feb 3 1960	c/n 91388
136	Feb 3 1960	c/n 91389
137	Feb 3 1960	c/n 91390
138	Feb 3 1960	c/n 91391
139	Feb 3 1960	c/n 91392
140	Feb 3 1960	c/n 91393 W/o pre 1963

[Author's note: I am currently researching the I.E.A.F. and need information mainly on the American era 1958-1977, as well as the Russian era 1977-1991. Also needed is information regarding deliveries of aircraft. In short, everything is of interest!]

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141	Feb 3 1960	c/n 91394
142	Nov 20 1963	c/n 91445 Armed with 2x8 mm MG
143	Nov 20 1963	c/n 91446 Armed with 2x8 mm MG
144	Jul 8 1966	c/n 91471
145	Jul 8 1966	c/n 91472
146	Jul 8 1966	c/n 91473
147	Jul 8 1966	c/n 91474 Last Safir built

Serials 101 to 117(1) were 91As, 117(2) to 131, 142 and 143 were 91Bs while 132 to 141 and 144 to 147 were 91Cs.

#### Saab B 17A

IEAF s/n	Date dld	Remarks
301	Nov 10 1947	P/i Fv17238
302	Nov 10 1947	P/i Fv17272
303	Nov 10 1947	P/i Fv17280
304	Nov 10 1947	P/i Fv17282
305	Nov 10 1947	P/i Fv17292
306	Nov 10 1947	P/i Fv17295
307	Nov 10 1947	P/i Fv17317
308	Nov 10 1947	P/i Fv17319
309	Nov 10 1947	P/i Fv17323
310	Nov 10 1947	P/i Fv17327
311	Nov 10 1947	P/i Fv17329
312	Nov 10 1947	P/i Fv17331
313	Nov 10 1947	P/i Fv17332
314	Nov 10 1947	P/i Fv17346
315	Nov 10 1947	P/i Fv17359
316	Nov 10 1947	P/i Fv17361
317	Apr 1950	P/i Fv17266
318	Apr 1950	P/i Fv17291
319	Apr 1950	P/i Fv17311
320	Apr 1950	P/i Fv17338
321	Apr 1950	P/i Fv17342
322	Nov 1951?	P/i Fv17243 This A/c is also reported to have been built up from spares in Ethiopia. It was possibly damaged in Tunis during the delivery flight.
323	Nov 1951	P/i Fv17252
324	Nov 1951	P/i Fv17257
325	Nov 1951	P/i Fv17270
326	Nov 1951	P/i Fv17275
327	Nov 1951	P/i Fv17290
328	Nov 1951	P/i Fv17297
329	Nov 1951	P/i Fv17310
330	Nov 1951	P/i Fv17324
331	Nov 1951	P/i Fv17367
332	Jan 1952	P/i Fv17279
333	1953	P/i Fv17258
334	1953	P/i Fv17258
335	1953	P/i Fv17316
336	1953	P/i Fv17299
337	1953	P/i Fv17349
338	1953	P/i Fv17365
339	1953	P/i Fv17330
340	1953	P/i Fv17300
341	1953	P/i Fv17273
342	Jan 1954	P/i Fv17246
343	Jan 1954	P/i Fv17260
344	Jan 1954	P/i Fv17248





# INCIDENT IN LISBON

Jack Ilfrey

[Editor's note: In SAFO #73, there was an article on the P-38s which were interned in Portugal and subsequently used by the Portuguese Air Force. In this article, it was postulated that these aircraft carried a two-tone upper surface camouflage scheme. As example of the international cooperation promoted by the SAFCH, a copy of this article was sent by a British reader to Jack Ilfrey, the pilot of one of the USAAF P-38 that landed in Portugal. Jack, who went on to become one of the first P-38 aces and now lives in Texas, wrote your editor a first-hand account of these events. Let me quote from Jack's letter: "I was the P-38 pilot who landed at Lisbon Airport on 15 November 1942. I was not lost; I needed gasoline. When an other P-38 landed, the guards left my P-38 and simply took off. We had picked up our P-38s new from the Lockheed factory in mid April 1942. They had already been painted. Enclosed is a color copy of a drawing of my aircraft which to me seems to be a very good likeness." The drawing, copied from the Squadron "In Action" book, shows P-38E "Happy Jack's Go Buggy"/"Texas Terror", coded 'UNO', serialled '17587' with yellow surround insignia and an olive drab over neutral grey camouflage. This, and Jack's comments, throw doubt on the validity of a two-tone scheme for the Portuguese P-38s. Jack says that a lot of photos were taken while he was on the ground in Lisbon and he wants to know if any of these photos are still around. Jack has given permission to reprint the following chapter from his long-out-of-print book (published in 1946) "Happy Jack's Go Buggy".]

On the morning of November 8, the news broke over the radio that North Africa had just been invaded. Then we knew where we were going and felt sure that now we would get into plenty of action. Col. John N. Stone, our group commander, called us all into the briefing room on the night of the eighth, and told us where we were going and what we were going to do. He said our squadrons were to fly nonstop from England to Oran some 1,500 miles away, with a possible emergency stop at Gibraltar, 1,200 miles away. This was to be a very long nonstop flight for a P-38. Charts and maps were brought out and we spent several hours in feverish study, with highranking American and British officers giving instructions on every detail. Up to this time, Algiers, Casablanca, and Oran had just been names to us. A new world awaited us.

The ground crews had squeezed every ounce of gasoline they could get into the tanks, including the external drop tanks. We were ready for our nonstop flight to Oran, and suddenly I was sorry to leave England. Somehow it was home. In England they knew a war was going on and in American they had not waked up yet. The letters from your family and your friends told you that.

It was November 15 1942, and I was about to embark on an unknown future. Our instructions sounded simple enough when we had heard them in the briefing room the night before. We were to fly in groups of eight, with a B-26 bomber leading us. The route kept hammering in my brain: fly across the Bay of Biscay, hit the Spanish coast, fly down the Spanish and Portuguese coast, turn left, and go through the Straits of Gibraltar. Hit the Spanish Moroccan coast and fly around this coast into

French Morocco and then into Oran.

Colonel Stone had told us at briefing that it was uncertain as to where the enemy might be on our route, and we were cautioned to be exceptionally alert and warned again and again that Gibraltar should be our first emergency stop.

I learned much later that some of the American Spitfire groups and P-40 groups had flown off carriers at Casablanca, but the P-38s were the first to fly down to Africa. It looked pretty simple but it turned out otherwise.

As I turned away from the base at Land's End, I had a true feeling of "This is it." We knew things were rugged in North Africa, and we knew the chance of survival was going to be hard. But you didn't think about death - you only thought of living. And you thought of a lot of other things, too. I wondered what my mother was doing in Houston and by now it was difficult to picture in my mind's eye what my mother looked like. When you're off at war, everything becomes abstract. You don't have vivid mental pictures of things back home.

It was now seven o'clock in the morning and I was beginning to feel a little tired. We had left England around 6:30, just as daylight was breaking, and I had been up since 2:00 A.M. That morning in England had been cool and damp and misty.

Strict radio silence was being maintained across the Bay of Biscay, and we were flying low - just above the wave tops so we could not be detected by the enemy. We saw no German planes but several days later some long-range German fighters came out and shot down a few of our planes going to North Africa.

There was a low overcast that morning. Good weather had been predicted all the way to Oran, but I felt an uneasiness I was unable to analyze. It's good we didn't know the higher-ups had prophesied only 50 percent of us would make the trip to Oran, and as the minutes passed the flight was proving not to be quite as difficult as we thought it would be. It had been made plain at briefing we were not to land at Gibraltar unless it was a real emergency, as The Rock was jammed tight with personnel.

Suddenly I felt a slight jolt and by the time I realized what had happened my right engine went out. One of my longrange belly tanks containing 150 gallons of gasoline had fallen off. Automatically, I switched to another tank and the right engine caught on again. But one fact was crystal clear. I had lost 150 gallons of gasoline.

I was still flying low. And then I saw Tony Syroi coming close to me and in his hand he was waving a map for me to see. In large letters, he had printed, ONE BELLY TANK. I nodded that I understood. He couldn't tell me over the radio I had lost a belly tank. Tony was an Italian and we had often joked about the time we would fight his relatives. I thought of our jokes again fleetingly and then my mind got really busy.

I didn't want to go back to England. I wanted to stay with my outfit. I got out my maps and charts and after a few quick mental calculations decided I had enough gasoline to get me as far as Gibraltar and dismissed all thought of turning back. I was not going to miss out on the operations in Africa and I was not going to be separated from the gang. And, being honest, I have to say I wasn't going to miss the big adventure ahead - Africa. Maybe I was thinking of lions and tigers. I don't know.

We kept on flying and when the B-26, which was leading us, dodged a thunderhead by turning west, I had the feeling we were getting off the course. I flew for another hour, and I began to get a little worried. After another hour passed I began to get alarmed. My gas was running low as we had used a great deal of fuel in dodging thunderheads. And still no coast in sight. We were pretty far out to sea. I knew that much and I knew we were flying in a southwesterly direction. I decided to leave the group, as my gas wouldn't last much longer.

I turned south eastward and hoped to hell I would run into the Spanish or Portuguese coast. The clouds were dispersing and when the sun came out I hoped I would be able to see the coast. And in a few minutes I saw it when I was flying at an altitude of about 8,000 or 10,000 feet. Again I got out my maps and saw that I was close to a point on the coast which was marked the SpanishPortuguese border. I then flew parallel to the coast and after a short time realized I would never make it to Gibraltar. My gasoline was almost gone.

There are no words to describe the feeling you have when you are 8,000 to 10,000 feet up in the air and know your gasoline is going to be exhausted soon. The best description I can give is that you have a kind of paralysis with part of your mind still functioning between what to do next and hoping for something you know isn't going to come true. One minute I decided to bail out. The next minute I thought I'd crash land on the coast. While I was still wavering, I came to the mouth of the Tagus River, which, according to my map, ran 20 or 30 miles into Lisbon. We had been poorly briefed about what to do if we were forced down in Portugal or Spain. I vaguely remembered someone saying the Portuguese were friendlier than the Spaniards and might be bribed to get you out of the country. I knew, too, that it was the duty of every pilot forced down in enemy or neutral territory to destroy his plane and equipment. Still not knowing definitely what I would do or should do, I turned inland and headed toward Lisbon.

And presently I saw a beautiful airdrome lying just outside the city of Lisbon - long beautiful runways and big administration buildings. Everything looked inviting and seemed to beckon a welcome, and, without another thought, I put my wheels down, circled the airdrome, and landed.

When I had completed my landing roll, I saw six men, mounted on horseback, galloping out to meet me. The horsemen looked like something out of a picture book. Big, plumed hats, sabers, pistols, and multicolored trousers, and for a split second I thought of the changing of the guard at Buckingham Palace. Gesturing wildly, the men motioned for me to taxi my plane toward a building which turned out to be the administration building, and, meanwhile, I was hurriedly tearing up maps, papers, and throwing them to the wind, and with more frantic gestures, the guards told me to stop on the apron just in front of the building.

When I killed my engines I looked up and saw people coming from every direction toward my plane. Some of the people in the crowd gave me the "V" for Victory sign, but most of them just stared, and by this time the horsemen had surrounded my plane.

I stepped out of the cockpit and looked down at the crowd and I felt like a stranger to myself. It was almost impossible to believe I was in Portugal, about to become an internee. When I inquired if anyone spoke English, a young fellow who looked sort of ex officio came up and said he did. As I remember the

conversation, it went something like this: "You are an American, yes?" "I certainly am an American." (Why I said certainly I don't know - unless it was subconscious pride coming to the front.) The Portuguese smiled and said: "Yes, I thought so. I see the star on your airplane. It is the first American warship that I have seen." (A distinction of sorts here - the first P-38 to be forced down in Portugal.) Then he added, still smiling: "In trouble?" My reply was serious enough: "Yes, I am in trouble. I need some gasoline. Is it possible for me to get any?" The fellow gave a short laugh. "Come with me and I will take you inside." As I walked away I glanced back and everyone was staring at me and at my plane in amazement. I felt a sudden alarm about my airplane and I asked the Portuguese official if anyone would bother the plane and he spoke to one of the guards who commanded the people to stay away from the P-38.

As I started in the administration building the first thing to strike me in the face was to see some of our American Douglas DC-3s with big German swastikas on them. From all appearances, they were airliners, and when I got inside the building I saw the German pilots of these airliners. It made me furious to see that they had our planes, but of course the planes had probably been bought before the war.

I was taken into the restaurant at once and given cake and coffee. The coffee was terrible and the cake even worse. By this time more Portuguese officials had arrived and I was being asked my name, home address, and questions about everything under the sun. One of the officials, who spoke excellent English, told me the American Legation had been notified. I wondered if this could mean anything and decided it didn't - at least for the time being. I heard a commotion outside and looked out just in time to see a big car skidding to an abrupt stop and some excited Portuguese pouring out. They made it into the restaurant in no time flat. And more questions. Where was I going? I said I could not tell them. Where did I come from? And again I refused to answer.

I could see the Portuguese officials did not like my attitude. They had expected a little information and had received none. No doubt any information received from me that day would have been in the possession of the Germans by night.

Then a new tack was tried. They had seen some American planes passing over earlier in the day. Had I done any fighting against the Germans? I neither denied or affirmed this. One of the officials made the comment that since I was flying a warship and was a fighter pilot, I must have fought the Germans, and all this time the German pilots were gathered around me and listening intently. Their faces were grim and it was hard to believe one was in a neutral country in such a tense atmosphere. It seemed definitely pro-German and anything but neutral. You didn't have to be psychic to feel hatred coming from the officials. Their politeness was only surface and not very deep surface at that. The people outside had not seemed at all antagonistic, and the contrast with the officials was a curious one.

The questioning must have gone on for an hour or more. The Germans stood rooted. They did not move once. At first I thought I had been the one who had stood still. I seemed to be in a trance at times - I could hardly realize where I was - but one thought crowded out all others: I must not say anything. I must not say one word that would be a clue.

One of the Portuguese officials, who had been in the background, stepped up and told me in cool, crisp English it was the policy of Portugal, being a neutral country (I had the greatest

urge to laugh at this), to intern all foreign pilots and their planes. That was a shock and the full realization. If I ever felt alone, it was at that moment. My friends had gone on. I would not see them for a long time. I was out of the war and the adventure had come to an end. And my airplane would be taken away. That hurt. A plane is as close to a pilot's heart as a ship is to a sailor. When your plane goes, a part of you goes, too. I had had no desire to fight a war. My country needed help and that was all I knew. Now here I was in Portugal, about to be interned, cut off completely. I'd never get any mail. And I'd never know what was going on.

I was introduced to a Portuguese pilot and he asked me if I would show him something about the P38. He said he had never seen one before and that he was amazed at its looks. He told me the Portuguese air force was made up mainly of interned German, British, and French planes, and he repeated my airplane was the first American warship he had seen, that he was going to take the plane and fly it over to a military airfield.

We walked outside and it seemed to me there were thousands of people looking at me. I forgot to be self-conscious. I knew people were looking at me, and I saw people and that was all. Something had happened to my consciousness. I was floating along, coming out of a dream that was real and then it wasn't.

The Portuguese pilot asked me what type of fuel the P38 used, and I told him 100 octane gasoline. He said they had no 100 octane and would 85 octane gasoline do? I thought for a moment before answering and finally told him yes. And when the Portuguese asked me to show him the various mechanisms of the P-38, I saw nothing wrong with that, as the plane had to be taken off the commercial field and flown to a military base. The mechanic finished gassing up the plane as I climbed into the cockpit. Almost everything had been removed. My Mae West was gone and my parachute was gone. I had stuffed my billfold, which contained my A.G.O., or identification card, and overnight bag behind the seat and these had also been discovered and removed. There were a few maps, however, still in the cockpit, which had been overlooked.

The Portuguese aviator sat on the wing while I explained the various uses of the switches that go into the operation of a P-38, and all the time I was talking with the foreign pilot, my conscience kept bothering me. I kept thinking I should have destroyed my plane and I had a feeling of disloyalty because we had been told to destroy our plane in the event we were forced to land. I glanced at the hundreds of people (and this time I could see clearly there were not thousands) standing around and I looked at the guards surrounding the airplane, and my emotions were really mixed-up. Some of the officials were still in evidence, jabbering among themselves, and as yet no one had put in an appearance from the American legation. I was one forlorn pilot.

Suddenly, I heard a familiar, faint sound, and then a louder noise, and I looked up and saw a lone P-38. It was in trouble and making preparations to land. The six guards on horseback dashed off and people started running towards the end of the ramp to watch the landing. The P-38 was putting its wheels down and was landing on one engine.

I held my breath and all of a sudden it struck me. "Ilfrey, what the hell are you waiting on?" I threw on all the switches and while I was doing this, the Portuguese pilot realized what was about to take place and he tried to reach inside the cockpit and turn off some of the switches. But lightning had hit, and I had already turned over my left propeller and the engine started, and

the pilot, who was sitting on the left wing, lost his hat when the propeller created a terrific wind, which sent what was left of the crowd scurrying away. When the pilot started trying to get a better grip on the plane, I started my right engine and threw on lots of power, creating a bigger wind than ever and managed to keep the airplane still. My idea was to blow the pilot off the wing, which I did in just another second or two, and when I looked back - after the Portuguese had cleared the plane - I saw the officials holding on to their hats while many others were chasing their headgear, and, believe me, there were plenty of Portuguese hats flying in the air. I threw the canopy shut, gave the plane full power, and without looking back went straight across the field, disregarding runways and everything else in my path.

As I was leaving the field, I saw the identification mark on the P-38, which had just landed. The plane belonged to Jim Harman, a member of my squadron. Beyond this, I didn't think. I was too busy rolling up the windows and doing other things.

Once I was in the air the full realization of the harrowing takeoff fairly shook me. I had no parachute, no helmet, and most of my belongings were gone. But I gave no further thought to these things and set an estimated course for Gibraltar, which would take me across Portugal and Spain. I just hoped they had put in enough gasoline for the 400mile trip.

I was flying in bright sunlight, which was certainly a contrast to the mugginess in England, and the Portuguese villages below me looked pretty and picturesque. The conscience still pursued me, however, and although I knew I had violated international law in wartime and was getting to Gibraltar the quickest and safest way, I did not realize to what extent or degree I had broken the law.

The Rock was like a beacon as I approached Gibraltar, and I had no trouble in finding the airdrome or receiving landing signals. On my way to the operations office I met several other boys in my squadron who had been forced to stop on their way to Oran, and, of course, I had to explain where I had been and how I had got out of Portugal, and my mates expressed amazement and almost disbelief. And when I repeated the story of my flight from Portugal to the operations officer, he, too, looked disbelieving and hinted of complications.

It wasn't long before I was taken in to see Colonel Willis, who was in charge of the American operations at Gibraltar and who had been a member of the Lafayette Escadrille in the last war, and when I had told my story once more, to say that he was mad is saying nothing at all. He was blind, furious, raging mad. He gave it to me up one side and down the other. Half the time he was incoherent so was I - and all I remember was that he kept storming about international complications, why didn't I use my brain, why didn't I think, why didn't I destroy my plane, etc., etc., etc.

After about forty-five minutes of this tongue-lashing, the colonel broke out into a big, healthy laugh and said it was a good trick after all. In fact, he almost congratulated me on getting out of Portugal. Finally, he dismissed me and I joined my squadron mates in the officers' club at the other end of the Rock, and later on in the evening - after I had celebrated a little too much - Colonel Willis sent for me again. The captain who came for me decided I was in no condition to see the colonel, and certainly I was in no condition to discuss such a grave problem as international complications. When the captain left he warned me to be at the colonel's office at nine o'clock sharp the next morning.

My good friends who had celebrated with me didn't wake

me up until ten o'clock, and when I finally got into the colonel's office he was madder than ever and not only repeated the previous day's performance but really gave me the works. I stood there shaking, from the dressing down and also from the hang-over. My brain wouldn't function. I couldn't have thought of anything to say even if the colonel had stopped for a moment. He commented acidly on my unshaven appearance, said my airplane had been locked up, and that he had a good mind to lock me up, too. At last I mustered up enough courage and energy to tell him I hoped he didn't really expect me to go back to Portugal, that surely Colonel Stone, the C.O. of my group, would be able to figure out something. With that Colonel Willis gave me a slightly frozen smile and dismissed me, and despite his noncommittal air, the slight smile gave me hope. I couldn't believe Colonel Willis would send me back to Portugal, Washington notwithstanding, and I knew it wouldn't be long before Washington would be in the picture. I had a great faith in the army's ability to circumvent officialdom.

I felt so optimistic that I relaxed and proceeded to look Gibraltar over thoroughly. The weather was warm, even at this time of year, and I went swimming, toured the Rock in a jeep, and walked through its many tunnels. It was amazing to see the compactness and the efficiency of the offices in the Rock.

The city of Gibraltar is built just like a fortress, and only grim business went on here. There were many boats in the harbor, and the airstrip was a one-way affair on a flat spot behind the Rock. Thirty feet on the other side of the airstrip was the Spanish border, and I was told the Spaniards would shoot you down if you flew over Spanish territory. It gave you a curious feeling to see German observers with their telescopes watching everything that went on in the harbor and on the airstrip.

Late that afternoon I was summoned to the colonel's office again. He told me briefly that the Portuguese Government had notified Washington and that he was under instructions from the War Department to send me and my plane back to Portugal to be interned. I just stood there stunned, refusing to believe what I had heard. I must have looked pretty pathetic because the colonel got up and came around to me, gave me a friendly pat on the shoulder, and said not to worry, and I was again dismissed.

The next morning rumor reached me that Colonel Willis had cabled to Washington that the "dumb John" pilot who had landed at Lisbon and later at Gibraltar had been sent to join his outfit in North Africa. He was sorry Washington's instructions had been received too late. I never saw the colonel again but I've thought of him a thousand times with a gratefulness that will not tarnish with time.

I left that day for Oran, with high hopes and in high spirits, but was soon to wish I had never heard of North Africa.

A Quote from 'My Three years With Eisenhower. The Personal Diary of Captain Harry C. Butcher. USN. Naval Aide to General Eisenhower 1942-1945'. Simon and Schuster, New York: 1946 "As if Ike didn't have enough worries one of our American pilots flying a P-38 from UK to Gib landed at Lisbon for gas, having lost one spare belly tank, was told he was thereby interned. Told the Airdrome official he wanted to clear his superchargers or something, got back in plane, started motors,

and dashed away, leaving his jacket with identification papers. Fearful of a diplomatic upset for thus flouting Portugal, and of indicating a "mightier than thou" attitude, Ike had Gruenther radio our Ambassador at Lisbon the story and to be prepared to answer questions frankly. Consideration would be given to return the lad and plane for internment."

A quote from 'I Could Never be so Lucky Again', an autobiography by Gen. James H. Doolittle with Carroll V. Glines. A Bantam Falcon book, N.Y.1991: "Two of my principal worries were the concentration of aircraft on Gibraltar and the long flight down from the U.K. in the season of bad weather. Two P-38s landed in Portugal. One took off under a ruse and the other is interned."

Tafaroui was fifteen miles out of Oran and not a place where you'd plan a honeymoon. Everything was fouled-up and everybody was confused, but it gave me a good feeling to be back with my squadron, and I was brought up to date. Bob Neale, one of my buddies, had missed Oran on his way down, run out of gasoline between Oran and Algiers, crash landed, and spent several days with the French. One of the boys in another squadron had been shot down by the Spaniards when he had flown too close to Spanish Morocco. Our ground troops had come by boat from Southampton and had taken part in the invasion of North Africa but were not yet at the base in Tafaroui.

Everyone was anxious to know what had happened to me and I got pretty tired of telling about my escape from Portugal. In fact, I preferred not to think about it; there was always the chance that the State Department might outwit the army and I'd be back in Portugal, properly interned - too bleak a thought to consider.

The sequel to the Portugal story is that Jim Harman, who had landed behind me in Lisbon, joined our outfit about four months later in North Africa, and he had developed an anger at me which was reminiscent of the colonel at Gibraltar. It seemed that one of Jim's engines had started acting up and he got the same idea about landing in Portugal that I did. He had seen a P-38 take off as he was landing and thought to himself. It looks simple, I'll just get some work done on my engine and be on my way.

But it turned out differently. The minute he stopped his plane and chopped his engine ~, the Portuguese grabbed him by the back of the neck and Jim never saw his P-38 again. He was thrown in the local jail for a few days and later sent to an internment camp on the Spanish-Portuguese border. He said I was to blame for the rough treatment he received, and I felt a little guilty at first and then was consoled when I remembered the first law of nature. It was nearing the end of the third month of his confinement that the American Legation supplied Jim with civilian clothes and spirited him out of the country on a Dutch liner. He told me a few days after he landed in Lisbon six P-39s were forced down, interned, and thanks to the good old American Legation, all six men got back to their organizations eventually.

Jack Ilfrey, 50 Ridge Dr., New Braunfels, TX 78130-6624, USA.

# KAZAKHSTAN IL-22M11

## Peter Batuev

Upon the final collapse of USSR in the Fall of 1992, almost all airborne command posts Il-22 stationed in the former Republics of the Soviet Union were flown to bases in Russian territory. The single exception was a late-production Ilyushin Il-22M11 (serial number 2964017101) which became the property of the Kazakhstan Government. This aircraft received a new prefix to its civil registration, it now became UN-75915 and was assigned to the Kazakhstan Minister of Defense.

In the summer of 1994, UN-75915 arrived at St. Petersburg suburb, Pushkin, to enter the Naval Aviation Repair Facility for conversion to a 36-seat VIP aircraft. All electronic systems for the airborne command post were removed, but the numerous antennae remained. Conversion was completed by 26 November.

The designation was changed to IL-22M11-P (P = passenger) and the aircraft was painted in the standard scheme adopted for Kazakhstan Government aircraft: white/grey fuselage with blue inscriptions and stripe. The aircraft type inscription on the nose (IL-18) remained, because, for air traffic control, the aircraft's call sign is 'IL-18D' while in factory documents it is called 'IL-22'.

The first international flight of UN-45915 was scheduled to take Kazakhstan's Minister of Defense to the USA in January of 1995 on board of UN-45915. Unfortunately, just before this

flight, the aircraft was seriously damaged in a ground collision with an An-12 at Alma-Ata airport and UN-45915 was written off.

**Photos on page 2: (all photos by Peter Batuev)**

a - d. Kazakhstan's Il-22M11 at Puchkin airfield.

Peter Batuev (SAFCH #1243), PO Box 154, St. Petersburg  
198302, Russia.

[Author's note: My primary interest is the history of the Ilyushin Il-18 airliners, its military versions (the Il-38 and Il-20), and other variants (e.g. Il-20RT, Il-22, Il-24N). The enclosed article on the Indian Il-38 is, of course, not the complete story of the use of the Il-38 abroad. I would like to ask SAFO readers for help in my research, especially regarding the following: Soviet Il-38s in action during the Arab-Israeli conflict in the 1970s when they wore Egyptian markings, Il-18 in service in Africa and Asia (Libya, Algeria, Egypt, Mauritania, Vietnam, China, Ghana, Guinea, Yemen, Mali). Any information (serial numbers, civil & military registration, and photos) will be much appreciated. In return for help, I will share my information and provide photos from my extensive collections.]

[illegible]

(Continued from page 26)

decide to convert, you've got some major work ahead. There are other changes needed. The kit has two staggered dorsal gun positions as compared to one centrally placed position on the Dutch Wals. The engineer's hatch is in the wrong place for a Dutch a/c and the motor gondola needs some reshaping. As the Dutch Wals usually had the side cowl panels removed to improve cooling, you'll need to find suitable engines. The Dutch a/c used Lorraine 'broad-arrow' motors, but I don't know of any source for these in 1/72 scale. Aeroclub's Napier Lion, also a 12 cylinder 'broad-arrow' type might do, but I suspect scratch-building looms.

"In the October SAFO, there's a query regarding the Dutch Martin '166'. This version differed quite greatly from the B-10/M-139 series. In addition to the extended dorsal glazing, it had a new nose section with a shorter, stubbier nose turret and a more rounded nose beneath the turret. However, the main difference was in the wings. If you look at a plan view of the 139, you'll see a rectangular centre-section and outer wing panels with leading edge swept back and trailing edge swept forward. On the 166, the trailing edge of the outer wing panels was straight (i.e no sweep) while the leading edges were swept back much more sharply. The wing area remained approximately the same.

"Regarding Lennart Andersson's article about the Ukrainian AF in 1918-20. Some might wonder what a 'Nieuport 9' might be. This was the Russian designation for a Nieuport 10 converted to a single-seat fighter. (See Windsock Magazine, Nov/Dec 1993 issue). The Spads mentioned would be Spad VII and the 'Sopwith 2A2' would be what we know as a 1 1/2 Strutter. In an article in *Aerohobby*/Kiev, the

Brandenburgs are given serials 63/54 and 67/56, not 63154 and 67156. I suspect these are actually the Austro-Hungarian serials 63.54 and 67.56, thus making the aircraft Brandenburg C.Is.

"SAFO #75 has a query regarding the Iranian lion motif. I always thought this was a local 'Red Cross' marking, the use of a 'cross' being unacceptable in Muslim Iran. (Other Muslim countries use a 'Red Crescent'.)

The same issue has a query about Chechen AF markings. The first issue of the new Blue Rider magazine has a sketch of the Chechen marking. Basically this is a red star with a green ring inside the star with a sitting wolf in yellow and black inside this. From various photos published in the British press, it seems that this marking was carried on L-39s and, possibly, on L-39, but no actual use was made of these aircraft in combat by the Chechens. "Someone was asking about the current Afghan AF markings. The British magazine, Air Pictorial, issues January and September 1995, has color photos. Interested in Vietnamese Su-22s? World Airpower Journal, Spring 1994, has colour photos. Want to see a Mi-25 in Sierra Leone AF markings? Have a look at Air World International, December 1995. This issue has an article on the air war in Sierra Leone. Other color photos include a Mi-17 and HS.748 Andover.

"Now a couple of queries. Can anyone help with a source for decals for a Hungarian Ju 86? Lastly, I have a very poor photo of a Czech Aero 45 in Vietnamese markings. Can any Czech or Slovak reader help with information on Vietnamese use of this type? Plus a good photo or colour scheme, if possible."

John MacGregor (SAFCH #766), 13 Foggyley

Gardens #21, Dundee, DD2 3LG, Scotland.

"In SAFO #74, there was an article about the Hanriot #75 I donated to the RAF Museum. Here are some additional comments: The plane had a portion of yellow paint under the cable that holds the cowing, so I assume that it was in de Meulemeester's flight. (Coppens had an all white cowl and Oliesagers had his painted with white and green stripes.) Coppens flew this plane at the International Meet at Nice in 1922. The plane was put up for disposal in 1934 and was purchased by Andre Droschart (I'm not sure of the spelling). The civil registration was O-APJ. When Shuttleworth bought the plane this was changed to G-AFDX.

"I purchased #75 from the Shuttleworth Trust in 1962. What I obtained was the fuselage, tail feathers, and one landing leg. What I was missing were the wings, seat, and all of the instruments - except one. It took over five years to completely rebuild, but this is another story. When the plane was finished in 1967, it was test flown by Walt Addams and, shortly after, I flew it from Schellville airport to Hamilton for a showing. Walt only flew the plane once, as did Desmond Penrose who is one of the chief pilots for Hawker Siddley and a close friend of mine.

"To the best of my knowledge, there are only five Hanriots left: Hanriot #75, one in Belgium made up of different parts, the one that Nungesser brought over to raise money for this Trans-Atlantic trip and now in the planes of Fame Museum, one Macchi-built machine in Italy, and another Macchi-built one in Switzerland."

Marvin Hand (SAFCH #1448), 11735 Oak Rd.,  
Forrestville, CA 95436, USA.



# Croatian Air Force Utva-75

## Boris Greguric

The Utva-75 is an indigenous Yugoslav design that was used by flying clubs, as well as the Yugoslav Air Force, during 'eighties. Croatia managed to retain a total of ten Utvas in 1991. In 1991-1993, these trainers were used for ground attack, recce, and liaison. Each plane wore a unique colour scheme. Summer 1994 saw a change both in use and in camouflage. The Croatian Utva-75s reverted to the primary training role and received civilian registration and a common (civilian) livery.

The number of Croatian Utva-75s increased by one in August 1995; a "Krajina" Serb machine was captured intact on Udbina airfield, overhauled, and put to use. It remained in its peculiar camouflage scheme.

Boris Greguric (SAFCH #1173), Ilica 49, 10000 Zagreb,  
Croatia.

[illegible]

"I'm in need of Martinsyde F.4 Buzzard 3-views and details of the nose-radiator version F.4 (e.g. RAF s/n D-4263 as shown in Jack Bruce's book, *Fighters Vol. 1*). I'm waiting for a reply from Mr. Bruce to my request to use his 3-view in the next Cleveland Free Flight Society's magazine *Crosswinds*. This will accompany plans for a 13" Peanut Scale free flight model. (Harleyford's 3-view have major errors in ailerons, wing notch, and radiator width.)

"I am also looking for information on post-WWI use of the Buzzard by foreign services. The four F.4s in the Irish Air Corps retained their olive drab upper paint scheme with orange(outer)-white-green(inner) bar markings. One F.4 was sold to Japan Naval Air Service. One went to Poland. Portugal had F.4s (about 4) with a pale-grey or aluminum finish, red band, red greyhound dog insignia, and green & red rudder). Not much information is available on how the Aircraft Disposal division of de Havilland managed to sell these to Russia, but a rough translation of a Russian book indicated 100 were in squadron service until 1927. One F.4 went to Uruguay in South America. Latvia bought some 'Disposalsyde' F.4s with the big Armstrong Siddley Jaguar radial engine. Don't know yet if any F.4s with the 300 hp Hispano-Suiza engine and nose radiator went to Latvia (or even smooth nose like Spanish version). I have a Latvian friend checking on 'Fire Cross' marked F.4s for me. Two modified F.4 or F.6 versions with shorter top wing center section and a 2nd seat were sold to the Canadian Government. One, G-EAIP, became G-CYEQ with floats added. A second F.6 was crashed tested by Billy Bishop before being re-registered in government markings on 10/25/1920. The 3rd F.6, G-EBDK, was raced as 'Mustardsyde' (bright yellow & black trim - race #3) by Fred Rayham. This F.6 used the Wolsey Viper engine. It will be covered by a follow-up article in Crosswinds. Two other F.6-like aircraft were raced with in-line engines about 1926."

Russ Brown, 4909 N. Sedgewick, Lyndhurst, OH 44124.

"I noticed a few mistakes in my article on Hungarian air force markings that appeared in SAFO #75. (1) The caption number for the photo on the front page is 'u' on page 87. (2) The very last photo on the back cover is the Papal helicopter mentioned in SAFO #63. (3) In the figure captions: caption (61) applies to figure (65); caption (63) applies to figure (64); caption (64) applies to figure (61); caption (65) applies to figure (63). (4) XX left over in caption (61) should read 'the 2/1 or 2/1 postal sqn' (how I happened to miss it is a real secret)."

Tadeusz P. Dobrowiecki (SAFCH #948), Somloi  
ut 37/a II/6, H-1118 Budapest, Hungary.

"I found a reference to the Uruguayan Or-37 in the book, *"Le Macchine e la Storia IMAM Or.37"*. A photo shows a pair of aircraft in a darkish colour (green?) with lighter engine cowl, standard rudder markings, and white identification numbers ('5' & '6'). These are Or-37bis versions with Piaggio radial engines. Nine were delivered: MM1426-1433.

"Mentioned is made that 14 Or-37 went to Hungary and 16 to Afghanistan, but there are no photos nor any details on these."

James Hill (SAFCH #1382), 19 Llanbleddian Gardens, Cathays, Cardiff, Wales, UK, CF2 4AT.

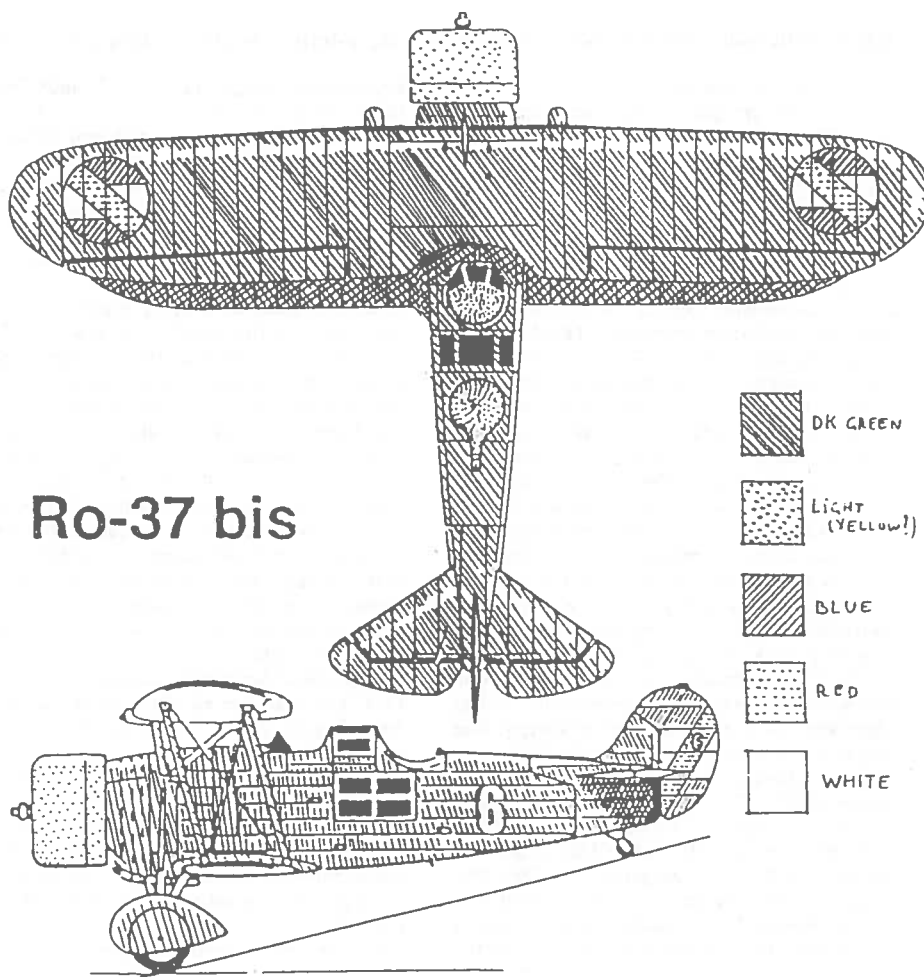
"In response to your request for information on small-air-force Or-37: Uruguay ordered six IMAN Or-37bis in 1937 from Italy. In March 1940, three were still in service at Base Aeronautica #2 at

Durazno (Santa Bernardina), They were camouflaged in Italian style: dark green/light grey with light colored engine cowling (yellow?). I've enclosed a drawing I made of an Uruguayan Or-37bis as it appeared in 1938. Source: Dimensione Cielo #4: Latin-American Military Aviation.

"Regarding the Klemm Ki-25: Four were flying in Spain, under the colors of the Aero Club de Espana, at the outbreak of the Civil War. It seems that only one served for flying school duties. Source: Aircraft Operations in the Spanish Civil War (Putnam)."

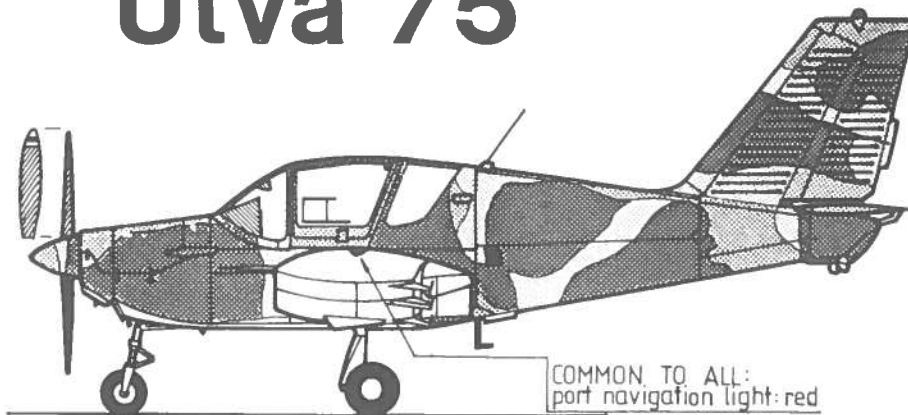
Christian Hotte (SAFCH #902), 6 impasse Santos  
Dumont, F-44470 Carquefou, France.

[Editor's note: Two photos of KI-25 in Romanian markings appeared in 9/94 issue of IPMS-Deutschland's magazine. One is in civil markings 'YR-ARU' and the other carries WWII Romanian AF markings.]





# Utva 75



COMMON TO ALL:

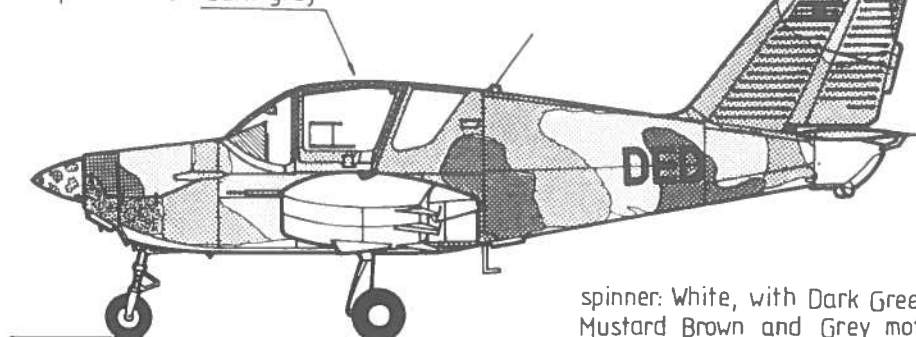
nosewheel leg: aluminium

wheels: aluminium

prop blades: front: aluminium grey with white tips and stripes  
rear: matt black

anti-collision light ( rudder top ): red

cockpit interior: dark grey

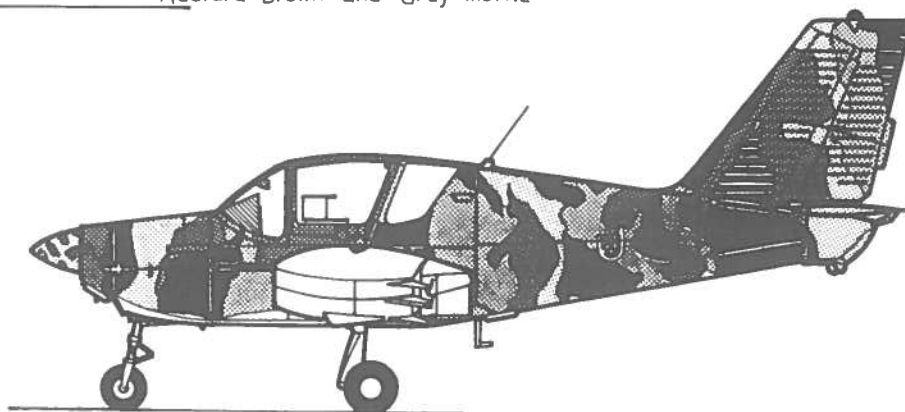


spinner: White, with Dark Green,  
Mustard Brown and Grey mottle

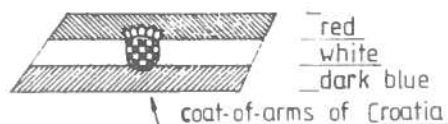
COMMON TO ALL:  
port navigation light: red



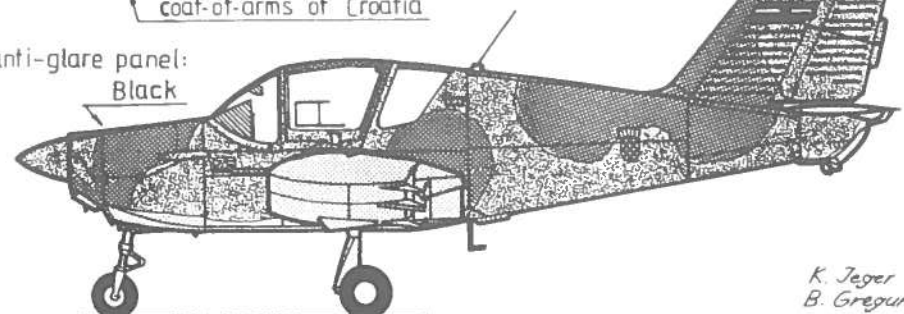
"DED": Blue, F.S. 25183



TAIL INSIGNIA ( "DED" and "179")



anti-glare panel:  
Black



"179": White



COMMON TO ALL:

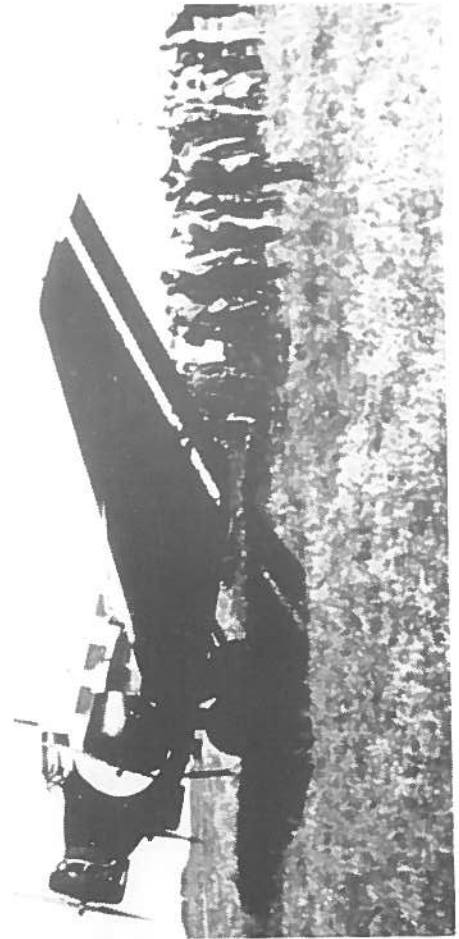


K. Jeger  
B. Gregurić 93

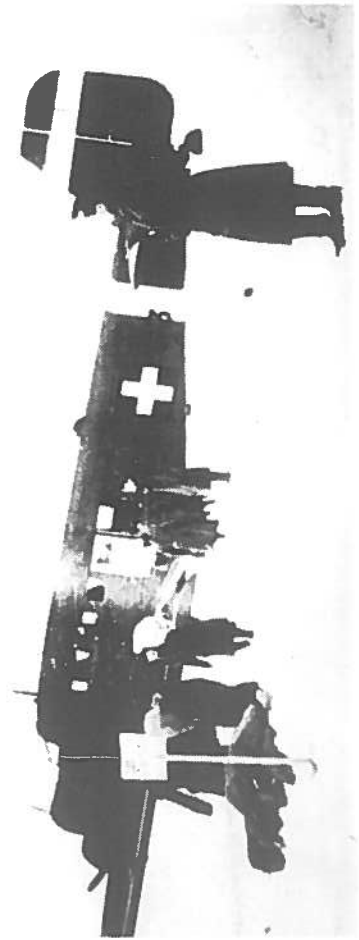


b

a



c



d